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# State of New Jersey.

# Railroad and Canal Reports.

# 1902.

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Comptroller of the treasury,
New Jersey

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Compliments of

J. WILLARD MORGAN,

COMPTROLLER,

STATE OF NEW JERSEY.

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# ANNUAL STATEMENTS

OF THE

# Railroad and Canal Companies

OF THE

# STATE OF NEW JERSEY

TOGETHER WITH

## Report of the State Director of the United New Jersey Railroad and Canal Company

## FOR THE YEAR 1902

TRENTON, N. J.:
MACCRELLISH & QUIGLEY, STATE PRINTERS, OPPOSITE POST OFFICE.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 7th, 1903.

*To the Senate and General Assembly:*

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto, approved April 3d, 1873, I have the honor to lay before you the report and statement of the State Director of the United New Jersey Railroad and Canal Company for the year 1902, and the reports of all railroads and canal companies for said year, excepting the Rockaway Valley Railway Company. Repeated efforts have been made by this department to obtain this missing report.

For convenient reference a tabular statement has been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

J. WILLARD MORGAN,
*Comptroller of the Treasury.*



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# State Director's Report.

TRENTON, February 10th, 1903.

*To His Excellency Hon. Franklin Murphy, Governor of the State of New Jersey:*

DEAR SIR—In conformity with the usual custom, I have the honor to submit herewith my annual report as State Director of "The United New Jersey Railroad and Canal Company" for the year ending December 31st, 1902.

The statements herewith show:

1. The mileage of the lines comprising the United Railroads of New Jersey Division of the Pennsylvania Railroad Company, the earnings and expenses of which are included in the operations of the United New Jersey Railroad and Canal Company for the year 1902, aggregating a total of 535.79 miles.

2. The result of the operations of the United New Jersey Railroad and Canal Company, and other properties operated in connection therewith, as indicated in Statement No. 1, showing a net profit of $58,661.47.

3. The amounts charged and credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1902, inclusive, showing a net debit balance of $16,712,262.33.

The State of New Jersey owns 3,242 shares of the capital stock of the United New Jersey Railroad and Canal Company, distributed as follows:

| | |
|---|---|
| State Fund, 1,887 shares (par $100), | $188,700 |
| School Fund, 1,355 shares (par $100), | 135,500 |
| Total, 3,242 shares, | $324,200 |



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An annual dividend of ten per cent. (10 per cent.) on $32,-420.00 has been paid the State, as is shown in the annual report of the State Treasurer.

The terms of the lease under which the property is controlled and operated by the Pennsylvania Railroad Company are strictly adhered to and the property is in good condition.

Very respectfully,

CHARLES BRADLEY,
*State Director.*

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# Statements.

*The Following Statement Shows the Mileage of the Lines Comprising the United Railroads of New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of which are Included in the Operations of the United New Jersey Railroad and Canal Company for the Year 1902, as Shown on Accompanying Sheets.*

| | *Miles.* |
|---|---|
| United New Jersey Railroad and Canal Company (Railroads and Ferries)— | |
| Trenton, N. J., to Jersey City, N. J., | 56.54 |
| Hudson River Ferries, | 1.00 |
| Camden, N. J., to South Amboy, N. J., | 61.22 |
| Branch, Bergen Hill, N. J., to Harsimus Cove, N. J., | 1.55 |
| Branch, Harrison, N. J., to Market Street, Newark, N. J., | 1.47 |
| Branch, Metuchen, N. J., to Bonhampton, N. J., | 1.89 |
| Branch, Monmouth Junction, N. J., to Kingston, N. J., | 4.16 |
| Branch, Princeton Junction, N. J., to Princeton, N. J., | 3.11 |
| Branch, Monmouth Junction, N. J., to Jamesburg, N. J., | 5.59 |
| Branch, Millham Junction, N. J., to Coalport, N. J., | 1.11 |
| Branch, Trenton, N. J., to Bordentown, N. J., | 6.10 |
| Branch, Florence, N. J., to Wood's Iron Works, N. J., | 2.17 |
| | 145.91 |
| Pennsylvania Annex, | 1.00 |
| Trenton Delaware Bridge, | .19 |
| Philadelphia and Trenton Railroad, | 26.50 |
| Pennsylvania Railroad (Junction P. & T. R. R. at Morrisville, Pa., to Delaware Division Canal), | .68 |
| Connecting Railway, | 36.19 |
| River Front Railroad, | 3.77 |
| New York Bay Railroad, | 10.92 |
| Perth Amboy and Woodbridge Railroad, | 6.40 |
| Millstone and New Brunswick Railroad, | 6.64 |
| Rocky Hill Railroad, | 2.38 |
| Belvidere Delaware Railroad, | 81.00 |
| Delaware River Railroad and Bridge, | 10.27 |
| Freehold and Jamesburg Agricultural Railroad, | 27.54 |
| Columbus, Kinkora and Springfield Railroad, | 10.84 |
| Philadelphia and Long Branch Railroad, | 49.07 |



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| | Miles. |
|---|---|
| Philadelphia and Beach Haven Railroad, | 12.09 |
| Camden and Burlington County Railroad, | 29.61 |
| Vincentown Branch Railroad, | 2.84 |
| Mount Holly, Lumberton and Medford Railroad, | 5.95 |
| Total railroads and ferries, | 469.79 |
| Delaware and Raritan Canal (U. N. J. R. R. & C. Co.), | 66.00 |
| Grand total United Railroads of New Jersey Division, | 535.79 |

*Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1902.*

GROSS EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| From Freight Traffic, | $14,670,251 29 | |
| Passenger Traffic, | 9,597,180 21 | |
| Express Traffic, | 960,680 23 | |
| Transportation of Mails, | 504,408 19 | |
| Miscellaneous Sources, | 243,030 78 | |
| Rents, | 273,021 97 | |
| Delaware and Raritan Canal, | 334,066 46 | |
| Total, | | $26,582,639 13 |

OPERATING EXPENSES.

| | | |
|---|---|---|
| For Maintenance of Way and Structures, | $2,982,809 08 | |
| Maintenance of Equipment, | 2,830,476 01 | |
| Conducting Transportation, | 12,342,536 32 | |
| General Expenses, | 299,682 38 | |
| Delaware and Raritan Canal, | 384,767 76 | |
| Total, | | 18,840,271 55 |
| Net Earnings from Operation, | | $7,742,367 58 |

To which add—

| | | |
|---|---|---|
| Dividend on Belvidere Delaware Railroad Company Stock, | $50,420 00 | |
| West Jersey and Seashore Railroad Company Stock, | 43,427 50 | |

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| | | |
|---|---|---|
| Dividend on Associates of the Jersey Company Stock, | $50,000 00 | |
| Philadelphia and Camden Ferry Company Stock, | 17,530 00 | |
| Camden and Burlington County Railroad Company Stock, | 11,418 00 | |
| Trenton Delaware Bridge Company Stock, | 7,912 00 | |
| Paterson and Ramapo Railroad Company Stock, | 600 00 | |
| Perth Amboy and Woodbridge Railroad Company Stock, | 3,000 00 | |
| Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds, | 5,136 00 | |
| Income from miscellaneous sources, | 64,099 69 | |
| | | $253,543 19 |
| Total income, | | $7,995,910 77 |

Comptroller's Office,
The Pennsylvania Railroad Company,
Philadelphia, Pa., January 31st, 1903.

R. W. DOWNING,
*Comptroller.*

| | | | |
|---|---|---|---|
| Total income, | | | $7,995,910 77 |
| From which deduct payments as follows: | | | |
| *United New Jersey Railroad and Canal Company—* | | | |
| Dividend on $21,240,400.00 stock at ten per cent., | $2,124,040 00 | | |
| Interest on loan of 1908, $841,000.00 at six per cent., | 50,460 00 | | |
| Interest on loan of 1923, $1,824,000.00 at four per cent., | 72,960 00 | | |
| Interest on loan of 1929, $6,020,000.00 at four per cent., | 240,800 00 | | |
| Interest on loan of 1944, $5,646,000.00 at four per cent., | 225,840 00 | | |
| Interest on loan of 1951, $5,669,000.00 at three and one-half per cent., | 198,415 00 | | |
| Organization, | 10,000 00 | | |
| Commissions, paying interest and dividends, | 200 00 | | |
| Taxes (including Transit Duty), | 424,347 67 | | |
| Interest on Mortgages and Ground Rents, | 90,637 58 | | |
| Interest on $2,000,000.00 P. R. R. Co. First Mortgage four per cent. Bonds, issued account purchase N. Y. Pier Properties, | 80,000 00 | | |
| | | $3,517,700 25 | |

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| | | |
|---|---|---|
| *Philadelphia and Trenton Railroad Company—* | | |
| Dividend on $494,100.00 stock at ten per cent., | $49,410 00 | |
| Tax on capital stock paid State of Pennsylvania, | 10,714 16 | |
| | | $60,124 16 |
| *Camden and Burlington County Railroad Company—* | | |
| Dividend on $381,925.00 stock at six per cent., | $22,915 50 | |
| Interest on $350,000.00 bonds at four per cent., | 14,000 00 | |
| Organization, | 500 00 | |
| | | 37,415 50 |
| *Vincentown Branch Railroad Company—* | | |
| Dividend on $15,000.00 stock at six per cent., | | 900 00 |
| *Mt. Holly, Lumberton and Medford Railroad Company—* | | |
| Dividend on $45,050.00 stock at six per cent., | $2,703 00 | |
| Organization, | 200 00 | |
| | | 2,903 00 |
| *Rocky Hill Railroad and Transportation Company—* | | |
| Dividend on $18,700.00 stock at six per cent., | $1,122 00 | |
| Organization, | 100 00 | |
| | | 1,222 00 |
| *Connecting Railway Company—* | | |
| Dividend on $3,613,650.00 stock at four per cent., | $144,546 00 | |
| Interest on $599,000,00 bonds at six per cent., | 35,940 00 | |
| Interest on $392,000.00 bonds at three and one-half per cent., | 13,720 00 | |
| Interest on $1,000,000.00 bonds at four and one-half per cent., | 45,000 00 | |
| Taxes, | 28,330 24 | |
| | | 267,536 24 |
| *Trenton Delaware Bridge Company—* | | |
| Rental and taxes, | | 34,973 56 |
| *River Front Railroad Company—* | | |
| Rental and taxes, | | 33,610 63 |
| *New York Bay Railroad Company—* | | |
| Dividend on $500,000.00 stock at four per cent., | $20,000 00 | |

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| | | | |
|---|---|---|---|
| Interest on $467,073.99 debenture certificates at four per cent., | $18,682 96 | | |
| | | $38,682 96 | |
| Miscellaneous, | | 1,998 02 | |
| *Delaware River Railroad and Bridge Company—* | | | |
| Net earnings, | $147,410 66 | | |
| *Perth Amboy and Woodbridge Railroad Company—* | | | |
| Net earnings, | 63,197 06 | | |
| *Belvidere Delaware Railroad Company—* | | | |
| Net earnings, | 201,693 94 | | |
| *Freehold and Jamesburg Agricultural Railroad Company—* | | | |
| Net earnings, | 34,076 41 | | |
| *Columbus, Kinkora and Springfield Railroad Company—* | | | |
| Net earnings, | 1,147 04 | | |
| | | 447,525 11 | |
| *Real Estate Expenditures in 1902:* | | | |
| United New Jersey Railroad and Canal Company, | $61,966 35 | | |
| *Right of Way and Real Estate Expenditures in 1902:* | | | |
| Harsimus Cove, | 8,185 95 | | |
| *Construction Expenditures in 1902:* | | | |
| United New Jersey Railroad and Canal Company, | 3,223,748 29 | | |
| Harsimus Cove, | 188,335 98 | | |
| Freehold and Jamesburg Agricultural Railroad, | 6,600 00 | | |
| Camden and Burlington County Railroad, | 3,821 30 | | |
| | | $3,492,657 87 | |
| | | | $7,937,249 30 |
| Net profit, | | | $58,661 47 |

R. W. DOWNING,
*Comptroller.*

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*Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872, to December 31st, 1902, inclusive.*

## COST OF CONSTRUCTION.

*Dr.*

| | | |
|---|---|---|
| To Amount expended to December 31st, 1901, | $16,236,473 24 | |
| Amount expended in 1902,..... | 3,543,236 19 | |
| | | $19,779,709 43 |

*Cr.*

| | | |
|---|---|---|
| By Proceeds from sale of bonds, equipment and other property to December 31st, 1901, ..... | $6,974,266 10 | |
| Proceeds from sales in 1902,..... | 6,137 82 | |
| | | 6,980,403 92 |
| Debit balance, January 1st, 1903,..... | | $12,799,305 51 |

## REAL ESTATE.

*Dr.*

| | | |
|---|---|---|
| To Amount expended to December 31st, 1901, | $3,373,720 74 | |
| Amount expended in 1902,..... | 93,660 35 | |
| | | $3,467,381 09 |

*Cr.*

| | | |
|---|---|---|
| By Proceeds from sale of real estate, materials, etc., to December 31st, 1901,..... | 1,063,537 13 | |
| Proceeds from sales in 1902,..... | 31,694 00 | |
| | | 1,095,231 13 |
| Debit balance, January 1st, 1903,..... | | $2,372,149 96 |

## HARSIMUS COVE CONSTRUCTION.

*Dr.*

| | | |
|---|---|---|
| To Amount expended to December 31st, 1091, | $3,199,648 01 | |
| Amount expended in 1902,..... | 188,335 98 | |
| | | $3,387,983 99 |

*Cr.*

| | | |
|---|---|---|
| By United New Jersey Railroad and Canal Company's stock, ..... | $2,258,708 55 | |
| Proceeds from sale of buildings and materials to December 31st, 1901,..... | 61,518 49 | |
| Proceeds from sales in 1902,..... | Nothing. | |
| | | 2,320,227 04 |
| Debit balance, January 1st, 1903,..... | | $1,067,756 95 |

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## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

| | | |
|---|---|---|
| To Amount expended to December 31st, 1901, | $1,206,455 41 | |
| Amount expended in 1902, | 8,185 95 | |
| | | $1,214,641 36 |

*Cr.*

| | | |
|---|---|---|
| By United New Jersey Railroad and Canal Company's stock, | $741,291 45 | |
| Proceeds from sale of buildings and materials to December 31st, 1901, | 300 00 | |
| Proceeds from sales in 1902, | Nothing. | |
| | | 741,591 45 |
| Debit balance, January 1st, 1903, | | $473,049 91 |

## SUMMARY.

*Dr.*

| | | |
|---|---|---|
| To Cost of construction, | $19,779,709 43 | |
| Real estate, | 3,467,381 09 | |
| Harsimus Cove construction, | 3,387,983 99 | |
| Harsimus Cove—right of way and real estate, | 1,214,641 36 | |
| | | $27,849,715 87 |

*Cr.*

| | | |
|---|---|---|
| By Proceeds from sale of bonds, equipment, real estate, materials and other property, | $8,137,453 54 | |
| United New Jersey Railroad and Canal Company's stock, | 3,000,000 00 | |
| | | 11,137,453 54 |
| Debit balance, January 1st, 1903, | | $16,712,262 33 |

R. W. DOWNING,
*Comptroller.*

E. and O. E.
Philadelphia, Pa., January 31st, 1903.

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# Report of Railroad Companies.

## ATLANTIC CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $3,625,000 00 |
| Bonded debt, | 3,778,469 50 |
| Floating debt—None. | |
| Cost of road and equipments, | $7,714,946 01 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephraim, N. J.; Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J.; a distance of 167.56 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $864,040 50 |
| Income from freight, | 442,037 45 |
| Income from other sources, | 41,944 68 |
| Total, | $1,348,022 63 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $1,114,757 29 |



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P. O. address of the above company—Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this sixth day of February, A. D. 1903.

C. K. KLINK,
*Notary Public.*

ACCIDENTS.

January 24th, 1902.—William H. Conner, non-employe, fatally injured; struck by car at Atlantic City, N. J. A. S. Connelly, conductor; J. C. Buckage, engineman.

January 25th.—Joseph Olds, Jr., non-employe, fatally injured; suicide at Camden, N. J. —— ——, conductor; E. E. Fraas, engineman.

February 11th.—Stewart Trottman, non-employe, non-fatally injured; jumping on train at Clementon, N. J. A. W. Pinkerton, conductor; D. W. Short, engineman.

February 22d.—William Bellom, employe, fatally injured; struck by train at Gloucester Junction, N. J. F. C. Simkins, conductor; W. N. Ward, engineman.

March 21st.—Harry Church, non-employe, fatally injured; struck by engine at Dorothy, N. J. —— ——, conductor; J. Crane, engineman.

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March 24th.—William Robinson, employe, non-fatally injured; struck by platform at Camden, N. J. A. J. Hernissey, conductor; J. Barkham, engineman.

April 23d.—D. N. Cheeseman, non-employe, non-fatally injured; struck by engine at Atlantic City, N. J. W. Prosser, conductor; D. William, engineman.

April 23d.—Frank H. Green, employe, non-fatally injured; coupling cars at Mullica Hill, N. J. W. Reed, conductor; J. Black, engineman.

April 24th.—Pat. Garlock and Wm. Kershner, non-employes, fatally injured; jumping on train at Camden, N. J. J. Lee, conductor; S. English, engineman.

May 1st.—George Williams, non-employe, non-fatally injured; jumping on train at Atlantic City, N. J. F. C. Simpkins, conductor; E. McConaghy, engineman.

May 5th.—John Lavan, non-employe, non-fatally injured; jumping on train at Pleasantville, N. J. A. S. Connelly, conductor; J. C. Buckage, engineman.

May 13th.—William Butler, non-employe, non-fatally injured; fell from train at Colwell, N. J. C. H. Wagner, conductor; R. R. Harrison, engineman.

June 18th.—Joseph Sands, non-employe, fatally injured; struck by train at Camden, N. J. A. J. Johnson, conductor; O. J. Dolan, engineman.

June 24th.—Alex. R. Spinger, employe, fatally injured; fell from car at Winslow Junction, N. J. J. Kimsey, conductor; J. T. Lee, engineman.

July 11th.—William Allen, non-employe, non-fatally injured; jumping on train at Downer, N. J. E. S. Ireland, conductor; G. Eldridge, engineman.



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August 6th.—William A. Davis, employe, non-fatally injured; fell from car at Camden, N. J. A. W. Tomend, conductor; Wm. Dace, engineman.

August 8th.—J. W. Rodgers, employe, non-fatally injured; struck by train at Winslow Junction, N. J. J. H. Lance, conductor; J. M. Sheetz, engineman.

August 9th.—Albel L. Thomas, non-employe, fatally injured; struck by train in Atlantic City, N. J. W. Prosser, conductor; T. K. Jones, engineman.

August 16th.—William Cassedy, non-employe, non-fatally injured; fell from train at Ellwood, N. J. J. Coleman, conductor; P. Stohlberger, engineman.

August 24th.—Frank Monohan, non-employe, fatally injured; struck by car at Dobbs, N. J. P. E. Smith, conductor; R. J. Rehrig, engineman.

September 1st.—Charles B. Souder, employe, fatally injured; struck by pole at Cape May, N. J. C. B. Souder, conductor; —— ——, engineman.

September 3d.—Frank Draggoo, employe, non-fatally injured; caught by wire at Hommonton, N. J. E. Haines, conductor; James Hutson, engineman.

September 18th.—Michael Butler, non-employe, non-fatally injured; horse frightened at train, Gloucester, N. J. A. Hernissey, conductor; Pat. Carney, engineman.

September 22d.—Mary Sassa, non-employe, fatally injured; struck by train at Winslow Junction, N. J. N. S. Lloyd, conductor; F. Hines, engineman.

October 21st.—John McKenney, non-employe, non-fatally injured; struck by train at Camden, N. J. A. J. Johnson, conductor; E. T. McConaghy, engineman.

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December 13th.—Thomas L. Mahoney, employe, non-fatally injured; fell from train at Camden, N. J. —— ——, conductor; —— ——, engineman.

December 25th.—Walter Pedick, non-employe, fatally injured; struck by engine at Camden, N. J. A. W. Pinkertown, conductor; W. Ward, engineman.

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## BALTIMORE AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $350,000 00 |
| Bonded debt, | 350,000 00 |
| Floating debt, | 43,332 39 |
| Cost of road and equipments, | $743,332 39 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Cranford, N. J., to Arthur Kill bridge, a distance of 5.30 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from freight, | $193,783 39 |
| Total, | $193,783 39 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $166,387 74 |
| Net, | $27,395 65 |
| Deduct interest, $17,500, and taxes, $1,033.44, | 18,533 44 |
| Surplus, | $8,862 21 |

P. O. address of the above company—Foot of Whitehall street, New York City.

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State of New York, New York county, *ss.*—L. F. Loree, being duly sworn, on his oath says, that he is President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

L. F. LOREE.

Sworn and subscribed before me this 27th day of January, A. D. 1903.

S. P. KRETZER,
*Notary Public, Richmond Co., N. Y.*
*Certificate Filed in N. Y. Co.*

ACCIDENTS.

January 21st, 1902.—John Johnson, Jr., aged about eight years, with other school boys, was trespassing on right of way. Whilst freight train drawn by engine No. 518, Robert O'Conner, engineman, and I. E. Kruser, conductor, was passing Banta's siding, Johnson ran out from between two dead cars on siding and attempted to jump on moving train. He lost his footing and fell under cars, sustaining a fracture of the skull and losing both legs. Died from injuries same day.

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## BARNEGAT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Barnegat Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $50,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments | $50,000 00 |

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of seven and seventy-three hundredths miles.

It is leased to the Manahawkin and Long Beach Transportation Company at an annual rental of one hundred dollars.

It is equipped and operated by the Manahawkin and Long Beach Transportation Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia city and county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

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Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

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## BELVIDERE DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,253,000 00 |
| Bonded debt, | 2,749,000 00 |
| Floating debt—None. | |

| | |
|---|---|
| Cost of road and equipments, | $4,134,874 36 |

| The road extends from— | Miles. |
|---|---|
| Trenton to Manunka Chunk, N. J., | 67.49 |
| Coalport, in Trenton, to East Trenton, N. J., | 1.67 |
| Lambertville to Flemington, N. J., | 11.55 |
| Martin's Creek, N. J., to Bangor and Portland Ry. Junc., Penna., | 0.29 |
| Total, | 81.00 |

It is leased to the United New Jersey Railroad and Canal Company, and lease assigned to the Pennsylvania Railroad Company, at an annual rental of surplus of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia city and county, *ss.*—John P. Green, being duly sworn, on his oath says, that he is President of the Belvidere Delaware Railroad Company, and

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that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. P. GREEN.

Sworn and subscribed before me this first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $291,183 08 |
| Income from freight, | 798,347 35 |
| Income from other sources, | 31,596 87 |
| Total, | $1,121,127 30 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $919,433 36 |
| Dividends paid during the year 1902, and how paid—One of five per cent., payable in cash. | |

P. O. address of this company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

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## BERGEN COUNTY RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $200,000 00 |
| Bonded debt, | 200,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $613,216 78 |

The road extends from Rutherford to Ridgewood, a distance of 9.821 miles.

It is leased to the Erie Railroad Company at an annual rental of $24,000.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Bergen County Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

ACCIDENTS.

February 6th.—Lena Kratz, killed; struck by train.

March 11th.—Harry Price, conductor, arm fractured; fell from car.

March 20th.—Antonio Duria, trackman, skull fractured; struck by engine.

March 31st.—Unknown man, fatally injured, died next day; fell or jumped from train.

April 7th.—Marie Angelo, arm lacerated; caught between cars; trespassing.

April 16th.—Lozengo Lepore, trackman, killed; struck by train.

August 21st.—August Blumm, chest and knees bruised; struck by train.

August 21st.—Edward Blumm, head cut; struck by train.

December 25th.—W. F. Wilson, body bruised; struck by train.

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## BERGEN AND DUNDEE RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen and Dundee Railroad, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $40,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments | $40,000 00 |

The road extends from a point on the Bergen County Railroad, in Saddle River, to Vreeland's Lake, in Passaic, N. J., a distance of 2.105 miles.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the Erie Railroad Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

ACCIDENTS.

August 25th.—Mrs. Lethenberger, killed; struck by train; trespassing.

August 26th.—M. S. Jordan, yardmaster, back strained, body bruised; struck while getting off car.

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## BRIGANTINE TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Brigantine Transportation Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $350,000 00 |
| Bonded debt, | 74,000 00 |
| Floating debt, | 51,393 35 |
| Cost of road and equipments, | $475,393 35 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Absecon Inlet to Brigantine Inlet, on Brigantine, N. J., a distance of six and one-half miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $6,669 16 |
| Income from freight, | 73 00 |
| Income from other sources, | 1,975 58 |
| Total, | $8,717 74 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $27,612 40 |

P. O. address of the above company—P. O. box 253, Atlantic City, N. J.

State of New York, New York county, *ss.*—C. P. Vedder, being duly sworn, on his oath says, that he is President of the Brigantine Transportation Company, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

C. P. VEDDER.

Sworn and subscribed before me this twenty-fourth day of February, A. D. 1903.

JOHN O HEALD,
*M. C. C. of N. J.*

ACCIDENTS.

None.

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## BUENA VISTA RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $21,400 00 |
| Bonded debt—None. | |
| Floating debt, | 28 11 |
| Cost of road and equipments, | $21,428 11 |

The road extends from Greenwich to Cohansey creek, a distance of one and three-hundredths miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.



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## CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted tc the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $381,925 00 |
| Bonded debt, | 350,000 00 |
| Floating debt, | 21,082 05 |
| Cost of road and equipments, | $753,007 05 |

The road extends from Camden, N. J., to Pemberton, N. J., 22.46 miles; from Burlington, N. J., to Mount Holly, N. J., 7.15 miles—a total distance of 29.61 miles.

It is leased to the United New Jersey Railroad and Canal Company, and lease assigned to the Pennsylvania Railroad Company at an annual rental of six per cent. on the capital stock, four per cent. on the funded debt and $500 for maintaining the organization and all taxes.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia city and county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $177,869 09 |
| Income from freight, | 76,518 39 |
| Income from other sources, | 43,824 66 |
| Total, | $298,212 14 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $245,322 06 |
| Dividends paid during the year 1902, and how paid—Two of three per cent. each, payable in cash. | |

P. O. address of this company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

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## CAPE MAY, DELAWARE BAY AND SEWELL'S POINT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted tc the Comptroller by the railroad companies of the State, the Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $150,000 00 |
| Bonded debt, | 150,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $380,693 60 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Sewell's Point, N. J., to Cape May City, N. J., to Cape May Point, N. J., a distance of 7.549 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $18,336 51 |
| Income from freight, | 70 00 |
| Income from other sources, | 734 42 |
| Total, | $19,140 93 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $23,385 68 |

P. O. address of the above company— Cape May, New Jersey.

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company,

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and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this seventh day of February, A. D. 1903.

C. K. KLINK,
*Notary Public.*

ACCIDENTS.

None.

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## CARTERET EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $23,600 00 |
| Bonded debt—None. | |
| Floating debt, | 2,613 28 |
| Cost of road and equipments, | $26,213 28 |

The road extends from Carteret to Staten Island Sound, a distance of 1 82/100 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## CARTERET AND SEWAREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $24,800 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $24,619 15 |

The road extends from Liebig's to Port Reading Railroad tracks, a distance of 1.25 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## CENTRAL RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $27,415,800 00 |
| Bonded debt, | 49,010,100 00 |
| Floating debt—None. | |

Dividends paid during the year 1902, and how paid—Four (4) dividends of two (2) per cent. each, in all eight (8) per cent., on par value of capital stock; paid in cash.

The main line of the road extends from Jersey City to Phillipsburg, 72.30 miles, with branches as follows:

| | Miles. |
|---|---|
| Elizabethport to Brills, | 5.51 |
| Elizabethport loop, | 2.84 |
| Communipaw to Newark (formerly Newark and New York Railroad), | 6.22 |
| Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad), | 12.57 |
| Centreville to Constable Hook (formerly Constable's Hook Railroad), | 1.95 |
| Brills to Passaic river (formerly Manufacturers' Railroad), | 1.68 |
| Somerville to Flemington (formerly South Branch Railroad), | 15.78 |
| High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroads), | 25.17 |
| German Valley to Chester (formerly High Bridge Railroad), | 4.51 |
| Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad), | 5.56 |
| Total, | 154.09 |

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,231,659 14 |
| Income from freight, | 5,187,593 60 |
| Income from others sources, | 1,755,284 97 |
| Total, | $9,174,537 71 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $6,442,560 15 |

REMARKS.

Included in the operation of this company are the receipts and expenditures of the following companies:

| | Miles. |
|---|---|
| Carteret and Sewaren Railroad Company, | 1.25 |
| Carteret Extension Railroad Company, | 1.82 |
| Dover and Rockaway Railroad Company, | 5.12 |
| Elizabeth Extension Railroad Company, | 0.89 |
| Hibernia Mine Railroad Company, | 4.20 |
| Lafayette Railroad Company, | 0.55 |
| Manufacturers' Extension Railroad Company, | 1.23 |
| Middle Brook Railroad Company, | 1.85 |
| Middle Valley Railroad Company, | 1.38 |
| Ogden Mine Railroad Company, | 9.86 |
| Raritan North Shore Railroad Company, | 1.75 |
| Sound Shore Railroad Company, | 6.17 |
| West Side Connecting Railroad Company, | 0.94 |

P. O. address of this company—No. 143 Liberty street, New York City.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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ACCIDENTS.

*Coupling or Uncoupling—Employes.*

January 8th.—John Burke, brakeman, fatally injured at Jersey City freight yard. Engineer, C. Hodge; conductor, Geo. Souders.

January 25th.—E. M. Gallagher injured at Jersey City freight yard. Engineer, G. Jones; conductor, James Shannessy.

January 25th.—A. Baldwin, brakeman, foot injured at Rockaway, N. J. Engineer, E. J. Butler; conductor, W. C. Kelsey.

January 30th.—David K. Greninger, brakeman, killed near Prospect avenue, Dunellen. Engineer, W. W. Snyder; conductor, J. Rhinehart.

January 30th.—Walter Fench, hose-cutter, finger fractured and bones bruised at Jersey City. Engineer, Samuel Lowery; conductor Wm. Magee.

February 13th.—John Holland, hand driller, left leg cut near ankle, falling through Ward street trestle, North Side P. R. bridge, Newark, N. J. Engineer, F. Fozzard; conductor, John Holland.

March 1st.—Sidney Price, brakeman, finger hurt at Elizabeth, N. J. Engineer, W. O'Brien; conductor, W. Manning.

April 10th.—Edw. Prentice, driller, third finger crushed at Elizabethport. Engineer, Chas. Pannan; conductor, Theodore Leiss.

April 10th.—Wm. Kiley, brakeman, right side and hip injured in Jersey City freight yard. Engineer, Wm. Applegate; conductor, Alex. Colbath.

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April 12th.—Harry C. Cooper, brakeman, back slightly injured at Bound Brook. Engineer, W. Colbath; conductor, J. H. Rhinehart.

April 22d.—Joseph Wall, brakeman, two fingers crushed at Cranford. Engineer, Stewart Walters; conductor, Howard Loader.

April 26th.—Frank Pettit, brakeman, squeezed at Somerville, N. J. Engineer, F. Lutz; conductor, J. R. Day.

May 21st.—John S. Morse, brakeman, slightly injured at Raritan. Engineer, G. W. Ahle; conductor, Thos. Prendergast.

May 29th.—Leroy Brown, driller, right foot injured at Elizabethport. Engineer, D. Donovan; conductor, Louis Bogar.

June 9th.—Wm. Haeberlie, driller, middle finger left hand mashed, at Brills. Engineer, F. McFeak; conductor, P. G. Young.

June 9th.—Peter Cromwell, car cleaner, head slightly injured in Jersey City passenger yard. Engineer, A. Quaife; conductor, T. McGuinies.

June 18th.—John McCarthy, driller, middle finger right hand crushed at Constable Hook. Engineer, Geo. Denny; conductor, P. Galvin.

June 24th.—G. B. Brower, brakeman, finger on left hand mashed at Bound Brook. Engineer, J. Potts; conductor, M. Cannon.

July 31st.—Lars Hanson, broken nose at Elizabethport shops.

July 5th.—James Holland, driller, right foot squeezed (no location given). Engineer, J. Jones; conductor, A. Shipley.

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July 15th.—John P. June, driller, third finger left hand broken at Brills. Engineer, J. Lesher; conductor, Frank Holland.

August 3d.—Chas. McLaughlin, brakeman, thumb crushed at Flanders. Engineer, Wm. Hunt; conductor, W. C. Kelsey.

September 14th.—J. J. Mullins, brakeman, two toes right foot mashed in Jersey City freight yard. Engineer, C. O. Clader; conductor, E. I. Huff.

September 15th.—Walter I. Scott, driller, right arm bruised in Jersey City freight yard. Engineer W. H. Young; conductor, Dennis McGrath.

October 9th.—Steve Judy, scrubber, shoulders bruised at passenger paint shop, E'port.

November 13th.—Raymond Arbuckle, brakeman, finger mashed at Atha Steel Works, Newark. Engineer, J. Jones; conductor, F. Slack.

November 27th.—Wm. McKay, driller, leg and ankle injured at Newark. Engineer, W. Cary; conductor, E. Schwell.

December 5th.—Jerry Walsh, conductor, knee cap injured at Jersey City yard. Engineer A. C. Bradley; conductor, Jerry Walsh.

December 6th.—Wm. Covert, brakeman, finger mashed at Rockaway. Engineer, E. J. Butler; conductor, N. C. Kelsey.

December 21st.—Fred Sheppard, passenger brakeman, nose injured at Somerville. Engineer, W. Garrity; conductor, W. Darling.

December 28th.—Arthur Draut, brakeman, injured at Jersey City. Engineer, William Grant; conductor, Frank Schultz.

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*Collisions—Employes.*

February 7th.—J. Allen, engineer, leg broken; N. O'Neil, fireman, slightly bruised. Engine 51, engineer, F. N. Mooney; conductor, Frank Schultz; Engine 274, engineer, J. Allen; conductor, D. J. Driscoll.

February 12th.—C. S. Hunt, fireman, back bruised at Jersey City freight yard. Engineer, W. Jabobus; conductor, H. P. Lawder.

March 20th.—G. B. Coffee, engineer, injured in Jersey City passenger yard. Engineer, G. B. Coffee; conductor, P. Barker.

April 5th.— Wm. Wunder, brakeman P. & R. Ry., slightly injured in train shed, Jersey City, on No. 10 receiving track. Engineer, J. F. Davis; conductor, Geo. Sewart.

April 18th.—Malachi Batson, brakeman, killed; Patrick Flaherty, brakeman, rib fractured at E'port. Engineers, W. O'Brien and E. Poda; conductors, Wm. Manning and G. F. Burns.

May 4th.—P. Dillon, brakeman, and Bredney Fuller, injured at Phillipsburg yard. Engineer, Dan. Healy; conductor, J. F. Walsh.

June 20th.—Jacob Goff, brakeman, ribs injured in Jersey City passenger yard. Engineer, Chas. Burrows; conductor, John Higgins.

June 22d.—Andrew Smith, brakeman, bruised about head and body at Phillipsburg. Engineer, John Fleet; conductor, Chas. McCarthy.

July 9th.—Charles Montgomery, engineer, injured in Jersey City yard. Engineers Chris. Riley and Chas. Montgomery; conductors, Thos. McGinnis and E. Kirk.

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October 13th.—Edw. Kirk, head driller, ankle wrenched at Jersey City freight yard. Engineer, H. Allen; conductor, Edw. Kirk.

October 25th.—Thos. McCarthy, engineer, slightly injured coming down Pickle mountain. Engineers, Geo. Volk and Thos. McCarthy; conductors, D. Howley and Jos. F. Walsh.

November 2d.—Fred. Fisher, engineer, back hurt and Levi Aple, ankle sprained at Phillipsburg. Engineers, J. Henritzy and Fred Fisher; conductors, Harry Schuck and John S. Moyer.

December 5th.—S. Simmons, engineer, leg and arm bruised west of Westfield. Engineers, S. Simmons and J. Zimmerman; conductors, E. E. Tilton and H. M. Haggerty.

December 19th.—J. A. Johnson, fireman, killed; J. A. Decker, fireman, injured, and Jacob Rodenbough, engineer, injured, at County Line Siding, N. J.

*Collisions—Non-employes.*

April 26th.—V. Zlomblowski and Joe Fisher, trespassers, injured in Jersey City passenger yard. Engineer, Chas. Burrows; conductor, John Higgins.

August 23d.—Amos Schamp, Erie R. R. engineer, hand slightly injured, in Standard Oil Co. yard, Constable Hook. Engineer, Frank Engle; conductor, Walter Isaacson.

December 9th.—W. A. LaRue, side injured; W. A. Stewart, hand and shoulder scalded (passengers), at Phillipsburg. Engineers, F. Eck and Wm. Warncke; conductors, J. Symons and R. W. Smith.

*Derailments—Employes.*

February 5th.—John Sheehan, brakeman, knee bruised at Port Johnston. Engineer, Wm. Stiner; conductor, John McCarthy.

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March 28th.—Walter Isaacson, conductor, slightly injured at East Twenty-second street, Bayonne, N. J. Engineer, J. Lerminger.

April 8th.—Geo. Lewis, engineer, left arm slightly injured at Brills. Conductor, J. Holland.

August 3d.—Thos. Flanagan, conductor, bruised; M. Downed, brakeman, leg bruised; G. Opdyke, fireman, side bruised; J. Meakin, face bruised at E. 33d street, Bayonne, N. J. Engineer, F. Jacobus; conductor, Thos. Flanagan.

August 4th.—Geo. H. Opdyke, fireman, slightly injured at E. 33d street, Bayonne, N. J. Engineer, F. Jacobus; conductor, Thos. Flanagan.

September 24th.—Richard Maher, brakeman, bruised at Chrome, N. J. Engineer, Geo. Rowland; conductor, P. J. Mahoney.

November 9th.—L. W. Fulmer, conductor, left leg and arm injured at High Bridge, N. J. Engineer, W. Thomas; conductor, L. W. Fulmer.

December 5th.—Harry S. Cooper, brakeman, leg bruised at E. 22d street, Bayonne, N. J. Engineer, W. Taylor; conductor, W. H. Snyder.

*Derailments—Non-employes.*

July 4th.—Miss Marie Anton, arm bruised; Mary Miller, arm bruised; Frederick Haslen, leg and arm bruised; Thos. A. Flynn, shock; Miss Marie Donohue, side bruised; Dewitt A. Fry, legs bruised; S. F. Dunkle, side hurt; Mrs. A. R. Blum, scalp wound; Marie Blum, mouth cut, nose bruised; Mrs. Fresghline, hip bruised; Mrs. Charles Fresghline, shoulder bruised; Sam Golber, back injured; Miss Catharine Miller, shock; Thos. Gallagher, shock; Mary Lickowska, injured at Morses Creek. Engineer, G. Coffee; conductor, L. Brightman.



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October 12th.—Geo. Sayler, passenger, left leg injured; Charles Wells, passenger, right hand and arm injured, and Matthew Reskes, passenger, nervous shock, Newark. Engineer Chas. Poster; conductor, W. E. Ming.

*Parting of Trains—Employes.*

February 25th.—Edw. Lyman, brakeman, wrist injured at Phillipsburg yard. Engineer, J. Van Fleet; conductor, W. C. Kelsey.

May 3d.—J. D. Long, flagman, killed at Bay Draw. Engineer, James E. Hart; conductor, A. B. Heath.

July 13.—Jas. P. English, conductor, knee injured at Westfield. Engineer, John Potts; conductor, J. P. English.

*Loading or Unloading Material along the Line—Employes.*

January 5th.—John Sharokman, foot hurt and toe broken while transferring rails at Pig Iron docks, Elizabethport.

January 27th.—Dominick Germans, right hand cut while loading rails at E. 33d street, Bayonne, N. J.

January 30th.—James Cheese, laborer, face cut and eye injured at Jersey City.

April 28th.—Chas. D. Kunyon, injured at Somerville Lumber Yard.

June 18th.—Mike Taicamback, laborer, foot injured, unloading rails at Bloomsbury. Engineer ——; conductor, M. W. Hummel.

June 19th.—John Colonder, laborer, foot mashed by rail at Flanders.

July 5th.—D. S. Mundy, arm and shoulder bruised, unloading piles off car at Bay Way.

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August 24th.—Peter Bok, laborer, foot injured while unloading ties at Vernoy.

September .—Mike Rugno, laborer, finger crushed at Somerville.

October 5th.—Frank Schlatterer, iron worker, and John Kennedy, foreman, iron gang, legs bruised, loading timber at Passaic Bridge No. 178.

October 20th.—Chas. H. Woodruff, signal repairer, finger broken at "RK" tower, Bound Brook, N. J.

October 29th.—Bartlow Casty, laborer, fingers mashed, at Dover Stove Works, one-quarter mile south of Dover. Engineer, John S. Eveland; conductor, M. W. Hurmell.

*Struck by Trains, Locomotives or Cars at Stations—Employes.*

January 9th.—Ed. Lynch, conductor, killed, standing between tracks 1 and 3, at Elizabeth Station. Engineer, F. De Groff; conductor, John Merlett.

February 1st.—Michael Yinchick, slightly bruised in Jersey City passenger yard. Engineer H. Foster; conductor, E. J. Kirk.

June 23d.—Henry C. Reiley, assistant foreman, fatally injured at E. 22d street Station, Bayonne, N. J. Engineer, F. Wilcox; conductor, C. B. Van Nortwick.

August 30th.—Joseph Murry, painter, arm and side bruised at Lake Hopatcong Junction. Engineer, R. H. Nixon; conductor, C. F. Hockenbury.

September 17th.—Nicholas Firocilose, laborer, slightly bruised at Phillipsburg. Engineer, Frank Wallace; conductor, Wm. Dye.

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November 15.—A. J. Richey, yard master, fatally injured in Elizabethport freight yard. Engineer, S. Darling; conductor, —— Rowland.

*Struck by Trains, Locomotives or Cars at Stations—Non-employes.*

January 5th.—Unknown man killed at Grant avenue, Plainfield, N. J. Engineer, M. C. Loughery; conductor, Geo. Kuhn.

January 7th.—John Alak, killed at Woodbridge Junction. Engineer, C. J. Young; conductor, P. Heetfield.

January 10th.—Mr. Benkerts, badly hurt near Elizabethport. Engineer, —— ——; conductor, —— ——.

January 25th.—A Schaeffer, skull fractured near E. Ferry street Station, Newark. Engineer, M. Kennedy; conductor D. Kirk.

February 4th.—Benj. Segar, trespasser, injured at Perth Amboy. Engineer, Wm. Ahle; conductor, Thomas Pendergast.

February 18th.— Geo. Elemendorf, head injured at Aldene, N. J. Engineer, —— ——; conductor, —— Shaw.

March 4th.—Anthony Youk, leg cut off at Sterling Junction. Engineer, Robert Lindsay; conductor, John V. Lindsay.

March 17th.—Unknown man killed, at 33d street, Bayonne. Engineer, Gilbert Stout; conductor, D. C. Johnson.

March 29th.—Mott Potter, arm and leg broken, head cut at Glen Gardner. Engineer, B. D. Bodin; conductor, John Mayer.

March 31.—Peter Tresevies (child 3 years) killed at Elizabethport. Engineer, Thos. Bowe; conductor, G. E. Gurard.

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April 13th.—John Webber (boy 8 years), killed, east of bridge E. 22d street, Bayonne, N. J. Engineer, Jos. Fate; conductor, T. J. Duane.

April 13th.—John Bissett, killed by Newark and Elizabeth passenger train. Engineer, S. W. Curtis; conductor, Thos. Hanagan.

April 21st.—Victoria Javorska, killed at Perth Amboy. Engineer, Gilbert Stout; conductor, D. C. Johnson.

May 1st.—Geo. Shamrock, head injured at Carteret. Engineer, Geo. Powland; conductor, P. J. Mahoney.

May 2d.—Michael Kanfield, badly injured at Elizabethport. Engineer, G. Stout; conductor, D. C. Johnson.

May 10th.—L. Lineman, injured in Jersey City passenger yard. Engineer, P. Snyder; conductor, W. E. Appleton.

May 21st.—John McCarthy, arm and three ribs broken at Communipaw. Engineer, A. F. Shedd; conductor, T. Bartnett.

June 11th.—Mike Stinko, left leg crushed near Brills, N. J. Engineer, J. Jones; conductor, A. Shipley.

July 15th.—John Larkin, trespasser, severely injured at Elizabethport. Engineer, S. Jones; conductor, F. VanAtta.

August 2d.—Jos. Greenbolge (boy), killed at Dunellen. Engineer, L. Byrnes; conductor, W. A. Snyder

August 7th,—Unknown man killed at Bloomsbury, N. J. Engineer, F. DeGroff; conductor, George Bayer.

August 18th.—Richard Jones, trespasser, rib broken at Bound Brook. Engineer, W. C. Aten; conductor, W. E. Case.

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September 1st—David C. Willson, leg cut off at Communipaw Station. Engineer, E. L. Huff; conductor, W. J. Sheehan.

September 14th.—Robt. Metz, trespasser killed at Greenville, N. J. Engineer, P. Doyle; conductor, M. A. Knapp.

September 29th.—Chas. Goud, trespasser, killed at Bayonne, N. J. Engineer, Chas. Houston; conductor, John Merlett.

October 17th.—Unknown man injured arm near Elizabethport Station. Engineer, J. F. Frech; conductor, M. H. Henry.

October 18th.—Visitacion Piedras, trespasser, killed at Van Nostrand Station. Engineer, F. Wynkoop; conductor, W. J. Sheehan.

October 21st.—Edward A. Johnson, passenger instantly killed at Cranford. Engineer, Chas. Davis; conductor, L. P. Titus.

October 22d.—Julius Kazziwoski, trespasser, leg cut off and face cut at E. 22d street, Bayonne, N. J. Engineer, —— ——; conductor, —— ——.

October 29th.—Geo. Harris, trespasser, leg mashed at Craven Point, Claremont. Engineer, Robert Lindsay; conductor R. Lindsay.

November 17th.— Chas. Hall, night watchman, slightly injured near White House. Engineer, R. Flynn; conductor, Jester Brightman.

November 18th. —Mrs. Sophia Learst, killed at Elizabethport. Engineer, E. Poda; conductor, E. Youngskin.

November 17th.—Chas. Hall, trespasser, hurt on right side of head at White House. Engineer, R. Flynn; conductor, L. Brightman.

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November 19th.—Unknown man killed near Van Nostrand Place Station. Engineer, Geo. Jackson; conductor, J. W. Sanborn.

December 4th.—James Trolen, trespasser, instantly killed at E. 22d street, Bayonne. Crew not known.

*Struck by Overhead Obstructions—Employes.*

January 8th.—Harry Torney, engineer, skull fractured and cheek bone broken east of Asbury Station. Engineer, —— ——; conductor, —— ——.

January 11th.—Martin Wise, brakeman, head slightly cut in Jersey City freight yard. Engineer, M. Shick; conductor, R. E. Gochner.

January 31st.—Clarence Craig, brakeman, badly cut about shoulders in West 8th street yard, Bayonne. Engineer, J. Kohler; conductor, H. S. Davidson.

February 26th.—A. Gannon, brakeman, back injured in yard at West 8th street, Bayonne. Engineer, W. Stiner; conductor, M. Foley.

March 28th.—Frank Zepp, brakeman, head injured at Elizabeth, N. J. Engineer, J. Kohler; conducter, H. S. Davidson.

April 17th.—John McDonough, flagman, slightly injured at Elizabethport. Engineer, —— ——; conductor, —— ——.

May 14th.—Saml. Kocher, brakeman, back and head bruised at Elizabeth, N. J. Engineer, —— ——; conductor, —— ——.

May 20th.—R. E. Hugerford, brakeman, fatally injured west of Elizabeth, N. J. Engineer, I. B. Wright; conductor, E. Snyder.

August 8th.—Robt. Dodson, brakeman, fatally injured west of Bloomsbury. Engineer, C. Dugan; conductor, Chas. Bennis.

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August 12th.—Wm. Coulston, head driller, head cut and body bruised at Constable Hook. Engineer, Geo. Brown; conductor, W. Coulston.

September 12th.—Frank A. Miller, fireman, struck by bridge at Phillipsburg. Engineer, Geo. Liggett; conductor, Jos Kuebler.

September 12th.—Thos. M. Williams, brakeman, hip injured at Elizabeth. Engineer, Thos. Bowe; conductor, F. Lynch.

September 29th.—W. J. Jones, brakeman, foot injured at Asbury. Engineer, Gilbert Bodine; conductor, Dennis Howley.

October 16th.—B. Murphy, brakeman, head cut at Newark Bay draw. Engineer, M. Dailey; conductor, H. P. Lawder.

November 24th.—Mitchell Lyman, brakeman, forehead cut, Jersey City freight yard. Engineer, William Grant; conductor, F. Schultz.

December 20th.—D. J. Hennessy, fireman, leg bruised at Somerville. Engineer, A. Simms; conductor, C. H. Yeagle.

December 22d.—Chas. L. Lowe, brakeman, slight scalp wound at Avenue A, Bayonne. Engineer, S. Walters; conductor, C. H. Yeagle.

*Working Along Track—Employes.*

January 24th.—Benj. Hackett, laborer, leg broken at Hampton, N. J.

March 31st.—Sista Ceriella, foot bruised at tower near Brills, N. J.

April 11th.—Mortimer Sasser, Western Union lineman, back and leg injured near Woodbridge Junction. Engineer, —— ——; conductor, —— ——.

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May 2d.—James Smith, laborer, left leg injured at West Side avenue station, Jersey City.

May 30th.—Robt. J. Moore, leg cut near Mulberry street, Newark.

June 3d.—Salva Mallee, laborer, killed near Roselle. Engineer, H. Kloin; conductor, C. Harman.

June 9th.—Barney Mulverhin, foot crushed at East Pier, P. R. R. Viaduct, Newark.

June 10th.—Jos. Fordham, carpenter, ankle bruised at Jersey City.

June 18th.—Arthur O'Hara, section foreman, thumb injured at Jersey City.

July 12th.—Geo. Bushkis, laborer, struck on leg Jersey City freight yard.

July 14th.—Benny Fury, leg injured at Jersey City.

July 24th.—Jos. Hill, back bruised; Joel Giddes, shoulder and neck injured; Walter Case, slightly bruised at Raritan, N. J.

August 12th.—Steve Copena, laborer, ankle bruised, Jersey City.

August 20th.—A. J. Gardner, cut with adze at Dover.

August 21st.—Thos. Deater, foot mashed at Jersey City.

September 5th.—Joe Motzka, laborer, foot injured at Cranford, N. J.

September 22d.—James McKeown, ironworker, foot injured at Newark Bay bridge.

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October 1st.—Mike June, laborer, head cut at Netherwood, N. J.

October 3d.—Saml. Anderson, carpenter, arm cut at Newark Bay bridge.

October 4th.—Wm. Trembly, carpenter, ankle bruised at Newark Bay bridge.

October 11th.—John Hydrock, laborer eye injured at Plainfield.

October 20th.—Dimenick Faccon, laborer, head cut, E. 49th street, Bayonne, N. J.

October 24th.—Frank Jebrow, laborer, foot injured, E. 49th street, Bayonne, N. J.

October 25th.—Jos. Lutch, laborer, leg injured, E. 33d street, Bayonne, N. J.

October 26th.—Jas. Mooney, section foreman, ear injured and two teeth knocked out by piece of flying coal at E. 33d street, Bayonne, N. J.

November 7th.—Nathan Apgar, carpenter, sprained ankle at Wharton, N. J.

November 10th.—H. Ryan, section foreman, eye injured one-half mile east of Raritan.

November 16th.—Jos. Fabbe, section laborer, finger injured at Jersey City.

November 17th.—Michael Humengh, laborer, ankle injured at Brills Junction.

December 20th.—Jos. Lutch, laborer, eye injured at E. 49th street, Bayonne.

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December 24th.—John Hodgkins, foreman pile driver, finger mashed at Passaic bridge.

December 24th.—Patrick Haynes, injured at Passaic Draw bridge.

December 26th.—Harry Opdyke, carpenter, sprained ankle at Passaic bridge.

December 27th.—Tom Perry, laborer, leg bruised at Dock No. 6, Jersey City.

*On or About Trains, Locomotives or Cars—Employes.*

January 7th.—Chas. Angleman, brakeman, finger hurt, Jersey City yard. Engineer R. Wolverton; conductor, J. C. Hurtt.

January 13th.—John Murphy, oil houseman, knee bruised in Jersey City store-room.

January 15th.—Wm. Grant, engineer, scalded on back of neck at Port Johnston coal docks.

January 17th.—John O'Grady, brakeman, back and left leg injured at Jersey City freight yard. Engineer, Geo. Hebien; conductor, Geo. Bugs.

January 23d.—L. K. Snyder, brakeman, ankle dislocated and toes mashed at Port Liberty, Jersey City. Engineer, Wm Lewis; conductor, Gus. A. Bauer.

January 23d.—F. Boyd, conductor, right hand and thumb sprained, at Elizabethport, N. J.

January 26th.—L. W. Rameis, conductor, hands and knees injured, at Elizabethport.

January 29th.—A. B. Wilson, fireman, hip injured at White House, N. J. Engineer, J. Koehler; conductor, H. S. Davidson.

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January 30th.—Wm. J. Kelleher, brakeman, left knee injured in Jersey City freight yard. Engineer, John Allen; conductor, D. J. Driscoll.

February 4th.—Henry T. Grace, general yardmaster, bruised hip and ankle at Elizabethport shops, N. J.

February 10th.—Edward R. Gallagher, brakeman, right hand bruised at West 8th street, Bayonne. Engineer, J. Maloney; conductor, H. A. Wise.

February 12th.—James Healy, brakeman, head and legs injured in Jersey City yard. Engineer G. Brown; conductor, Aaron Blauvelt.

February 17th.—J. J. Welch, brakeman, finger broken, West 8th street, Bayonne. Engineer, G. Brown; conductor, John McCarthy.

February 21st.—Ambrose J. Sager and J. H. Rankin, brakemen, slightly injured in Jersey City yard.

February 27th.—A. Apgar, conductor, head cut near Claremont, N. J.

February 27th.—Chas. Hack, brakeman, hip injured at Plainfield.

March 1st.—W. A. Whited, brakeman, ankle sprained at White House. Engineer, Edgar C. Pratt; cunductor, Mathias Bill.

March 3d.—Patrick Devaney, left foot crushed and forehead cut; Michael Lane, forehead cut; Thos. Neville, forhead cut at Communipaw. Engineer, Robt. Flett; conductor, Geo. Cooley.

March 10th.—Chas. S. Moore, engineer, breastbone broken at Elizabeth. Engineer, Chas. S. Moore; Conductor, H. F. Lynch.

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March 14th.—Lloyd Bryfogle, brakeman, gash over eye at Phillipsburg, N. J. Engineer, Wm. Walsh; conductor, W. L. Hesh.

March 15th.—Wm. Fechan, flagman, sprained ankle at Bloomsbury. Engineer, F. Paulman; conductor, C. H. Yeagke.

March 16th.—James Golden, fire cleaner, left leg broken at Centreville.

March 20th.—Geo. T. Burns, brakeman, ankle sprained in Elizabethport yard.

April 7th.—James Delaney, P. & R. fireman, left arm bruised and cut at Green Brook, N. J. Engineer, M. C. Loughery; conductor, W. Chambers.

April 11th.—Irwin W. Young, conductor, right leg injured near Elizabethport. Engineer, —— ——; conductor, —— ——.

April 11th.—Frank M. Cook, brakeman, leg slightly hurt at Jersey City freight yard. Engineer, C. Duncan; conductor, M. J. Hennessy.

April 15th.—Edw. Gallagher, leg bruised and hand injured at White House. Engineer, G. Vought; conductor, H. Lauder.

April 25th.—Stephen Culligan, driller, nose cut at Constable Hook. Engineer, Geo. Denny; conductor, John Pogart.

May 2d.—Patrick McCarthy, flagman, nose cut at Bayonne, N. J. Engineer, Lewis Gordon; conductor, M. Roxby.

May 6th.—Irwin Fulmer, conductor, wrenched knee on extra coal train. (No location.)

May 12th.—E. V. Vanbickirk, brakeman, finger injured at Dunellen, N. J.

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May 12th.—Thos. A. Fitzgerald, car cleaner, injured at Jersey City passenger yard.

May 12th.—Geo. Inkman, brakeman, hand slightly bruised at W. 8th street, Bayonne. Engineer, John Flickinger; conductor, Chas. Bennis.

May 14th.—B. A. Parish, brakeman, slightly injured at Green Brook. Engineer, G. Quick; conductor, W. Dashingley.

May 28th.—Edw. Noble, Pullman car cleaner, slightly injured in Jersey City passenger yard.

May 29th.—Edw. Snyder, conductor, teeth knocked out, lip and head cut near High Bridge. Engineer, R. Benny; conductor, Edw. Snyder.

June 2d.—H. C. Werkheiser, brakeman, knee slightly injured at Hampton Junction. Engineer, J. B. Everitt; conductor, E. F. Filton.

June 12th.—Jos. Becker, signalman, ankle injured at Elizabeth, N. J. Engineer, H. D. Thatcher; conductor, W. Darling.

June 18th.—Wm. McAdie, passenger, right cheek cut by flying glass at Raritan. Engineer, John Errickson; conductor, W. C. Brown.

July 5th.—Andrew Cibone, section laborer, back injured at Garwood. Engineer, —— ——; conductor, —— ——.

July 7th.—Frank Mason, passenger brakeman, fingers mashed near avenue A, Bayonne. Engineer, W. H. Wetton; conductor, M. H. Dunn.

July 8th.—Wm. Gerrie, trackman, leg injured at Elizabethport Transfer.

July 8th.—Mike Pompo, employe, hips squeezed, Elizabethport shop.

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July 8th.—F. McBarth, conductor, back sprained at Lebanon, N. J. Engineer, M. Pratt; conductor, F. McBarth.

July 10th.—H. S. K. White, driller, left arm crushed at Elizabeth yard. Engineer, Thos. Bowe; conductor, Edw. F. Lynch.

July 15th.—Martin Apgar, foreman, plumber, injured at Elizabeth, N. J.

July 22d.—Thos. McGinley, driller, knee injured at Jersey City yard. Engineer, James Hull; conductor, Richard Cooga.

July 25th.—W. H. Snyder, conductor, neck injured at Hampton Junction. Engineer, T. J. Butler; conductor, W. H. Snyder.

July 26th.—Geo. Cowley, trespasser, bruised at White House. Engineer, T. Shutt; conductor, Wm. Meyers.

July 28th.—L. H. Berghein, passenger brakeman, hand cut at Jersey City.

August 11th.—Geo. Lewers, switchman, head and shoulders injured at Elizabethport. Engineer A. Bogart; conductor, A. B. Strutchers.

August 16th.—John Barwish, cleaner and sweeper, fingers mashed, Elizabethport Transfer.

August 17th.—John Conley, brakeman, foot bruised at Jersey City freight yard. Engineer, Geo. Jones; conductor, Wm. R. Leonard.

August 22d.—Daniel Lappin, right shoulder injured at Elizabethport.

August 25th.—Frank Reynolds, brakeman, foot injured at Sewaren. Engineer, G. Burns; conductor, J. H. Lane.

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August 29th.—Jos. L. Hayes, brakeman, fingers crushed at Lake Junction. Engineer, Robert Nixon; conductor, Chas F. Hockenbury.

September 1st.—John Symons, fireman, right foot mashed at Plainfield, N. J. Engineer, Wm. Morrison; conductor, Chas. Getzinger.

September 17th.—August S. Abreo, fireman, foot injured at Cranford, N. J. Engineer, Phillip Eder; conductor, Harry Leid.

September 19th.—Calvin Fishbough, conductor, hand and back injured at Phillipsburg. Engineer, Wm. Grimm; conductor, C. Fishbough.

September 24th.—Daniel M. Kelly, brakeman, knee injured at Newark, N. J. Engineer, Frank Bogart; conductor, P. O'Hearn.

October 5th.—Geo. F. Miller, brakeman, back injured taking down brake beam at Elizabeth, N. J. Engineer, Fred. Price; conductor, A. Britton.

October 14th.—E. Egbert, engineer, eye injured at Jersey City Station. Engineer, E. Egbert; conductor, R. J. Hackett.

October 20th.—John S. Lambdin, brakeman, foot crushed Jersey City yard. Engineer, C. Morton; conductor, Harry Hennessy.

October 24th.—E. A. Freise, brakeman, hip badly bruised at Carteret, N. J. Engineer, Geo. Rowland; conductor, P. J. Mahoney.

October 27th.—J. M. Kelly, brakeman, sprained ankle at Cranford Junction. Engineer, A. Dilling; conductor, A. Britton.

October 30th.—John Potts, engineer, head bruised at Bayonne. Engineer, J. Potts; conductor, K. Mathews.

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November 4th.—Frank Henry, fireman, lips and chin cut at Glen Gardner. Engineer, J. Zimmerman; conductor, Frank McNelis.

November 7th.—Geo. E. Lewers, brakeman, back and side bruised, Elizabethport. Engineer, A. Bogart; conductor, A. B. Struthers.

November 9th.—Fred Smith, fireman, hand injured at Cranford, N. J. Engineer, D. Thatcher; conductor, Geo. E. Edmonds.

December 3d.—Robert A. Rehm, brakeman, side injured at Elizabethport. Engineer, W. H. Wenke; conductor, Wm. Manning.

December 5th.— Geo. Turner, brakeman, hip injured, Jersey City freight yard. Engineer, James Hull; conductor, Wm. Wilson.

December 11th.—Martin King, hose cutter, head injured, Jersey City train shed.

December 12th.—Thos. Dawson, conductor, leg injured near South Amboy on passenger train No. 315. Engineer E. Egbert; conductor, Thos. Dawson.

December 14th.—Thos. H. McGauren, brakeman, slight scalp wound at Communipaw bridge, Jersey City; Engineer, Wm. Murphy; conductor, E. F. Tilton.

December 18th.—James Lott, driller, bruised and shaken up at Pacific avenue, Jersey City. Engineer, Peter Snyder; conductor, W. B. Appleton.

December 22d.—R. J. Dardell, brakeman, legs injured at Elizabethport.

December 24th.—T. J. Fry, brakeman, chin cut at Jersey City. Engineer and conductor not known.



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December 24th.—John Corcoran, switchman, ribs fractured at West 8th street, Bayonne.

*On or About Trains, Locomotives or Cars—Non-employes.*

January 2d.—Robert H. Sander, passenger, ear slightly cut E. 49th street. Engineer, G. B. Weller; conductor, George Jenkins.

January 9th.—J. A. Scarlett, cut under left eye; H. Ellenbach, forehead scratched at Newark, N. J. Engineer, L. Clark; conductor, J. Kennedy.

January 25th.—Chas. E. Weilborne, injured by stone near Westfield, N. J. Engineer, George Liggett; conductor, Joseph Riebler.

February 21st.—Lewis Flacheart and Theo. Flesher, cut about face and eyes near Elizabethport. Engineer, S. L. Jones; conductor, W. Shaw.

March 18th.—Chas. H. Hand, injured at Plainfield, N. J. Engineer, —— ——; conductor, P. Packer.

March 13th.—Mrs. D. Brotey, knee injured at Jersey City. Engineer, B. Wolverton; conductor, L. C. Hurtt.

March 21st.—Mrs. J. Johnson, passenger, slightly injured at Jersey City. Engineer, —— ——; conductor, —— ——.

April 3d.—Geo. Zipf and Chas. O'Connor, slightly injured at Elizabeth, N. J. Engineer, Chas. S. Moore; conductor, Edw. F. Lynch.

April 4th.—Miss Galvin, passenger, knee injured at Elizabethport. Engineer, John Gesbocker; conductor, D. P. Kirk.

April 5th.—Mr. Royal, passenger, lips cut, West Side avenue, Jersey City. Engineer, Chas. Flapp; conductor, W. P. Hibler.

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April 11th.—Mrs. E. Burress, passenger, face cut near Greenville, N. J. Engineer, O. Flecher; conductor, Geo. Dunn.

April 12th.—Miss Mary Ann Harding, passenger, injured fingers at Somerville. Engineer, —— ——; conductor, Geo. Ferrill.

April 16th.—Adolph Drutter, face cut at Newark, N. J. Engineer, S. Lowery; conductor, Wm. Magee.

April 20th.—Mrs. C. E. Addison, passenger, knee injured at Cranford, N. J. Engineer, F. Benjamin; conductor, G. F. Trimmer.

April 21st.—Mr. Worms, passenger, eye injured at Communipaw, N. J. Engineer, S. Lowery; conductor, E. Feel.

April 23d.—Robt. Turrill, passenger, wrist scratched near Roselle. Engineer, M. Moynihan; conductor, D. B. Allen.

April 25th.—H. P. Gleason, passenger, head slightly cut at Greenville. Engineer, F. Wyncopp; conductor, Geo. Farrill.

April 26th.—Ed. Ward, passenger, eye injured at Newark, N. J. Engineer, P. Lowery; conductor, Wm. Magee.

April 26th.—Mrs. J. Doyle, passenger, cheek bruised near Aldene. Engineer, M. Moynihan; conductor, D. B. Allen.

April 27th.—Mrs. J. Dougherty, neck injured—no location. Engineer, C. Murtha; conductor, T. J. McCabe.

June 12th.—Mrs. Herbert Brad and Louis Eckert, injured near Bayonne. Engineer, F. Wyncoop; conductor, G. Ferrill.

June 16th—Geo. Nolan, passenger, ear cut near Plainfield. Engineer, M. A. Dubbs; conductor, M. Weller.

June 16th.—Mrs. Burk, wrist sprained at Spring street, Elizabeth. Engineer, Chas Davis; conductor Jos. T. Ross.

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June 25th.—E. A. Hawthorne, passenger, forehead cut near Cranford Junction. Engineer, Wm. Shaffer; conductor, Edw. McEwen.

June 27th.—Ennis Maloy, passenger, arm bruised at Bayonne. Engineer, J. Jackson; conductor, W. W. Barnes.

July 20th.—Mrs. Sarah Doolittle and Mrs. Sarah Reed, injured at E. 49th street, Bayonne. Engineer, —— ——; conductor, C. W. Keyser.

August 10th.—Mrs. Jacob Wagner, head injured, Jersey City passenger station.

August 10th.—Unknown man, passenger, injured at Jersey City. Engineer, Wm. Gousan; conductor, S. Wardman.

August 11th.—P. C. Watmaugh, passenger, slightly injured near Cranford. Engineer, W. W. Cobson; conductor, P. C. Jeffers.

August 18th.—Mrs. Phillip Hannes, passenger, nose mashed at Boynton Beach. Engineer, C. M. Pittinger; conductor, J. J. Kennedy.

August 20th.—Albert R. Wood, passenger, injured, Jersey City. Engineer, —— ——; conductor, —— ——.

August 25th.—G. E. Fell, passenger, hand bruised at Plainfield. Engineer, John Rich; conductor, D. P. Kick.

August 28th.—Miss Gallagher, lower lip cut at Broad street station, Newark, N. J. Engineer, R. Wolverton; conductor, G. K. McVey.

September 24th.—Dennis Murry, trespasser, both legs broken —no location. Engineer, R. Lindsay; conductor, Jerry Walsh.

September 29th.—Samuel C. Cunningham, passenger, chin cut near Elizabeth. Engineer, J. Lutz; conductor, J. R. Day.

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September 29th.—Mrs. H. J. Parks and three year old child, injured at Sewaren. Engineer, Chas. Mason; conductor, J. S. Hess.

October 6th.—Unknown man injured finger nail at Newark. Engineer, R. Wolverton; conductor, W. Creveling.

October 7th.—Woodruff Scott, passenger, finger cut at Elizabeth. Engineer, Frank Naylor; conductor, F. O. Webster.

October 27th.—Miss O'Brien, passenger, forehead cut at Bayonne. Engineer, Chas. Dowd; conductor, H. A. Boyd.

November 7th.—F. Maher, passenger, injured at 33d street, Bayonne. Engineer, W. L. Nivison; conductor, W. A. Wyatt.

November 19th.—John Stanooks, injured by escaping steam at National Storage Bridge, east of Communipaw.

December 4th.—Edward D. Lawson, passenger, legs scalded at Arlington avenue station, Jersey City. Engineer, C. Pittenger; conductor, W. E. Case.

December 23d.—F. L. Montgomery, passenger, slight injury on forehead near Roselle. Engineer, F. Beck; conductor, Saml. Johnson.

*Falling From Trains, Locomotives or Cars—Employes.*

January 6th.—C. Shrope, brakeman, head and arm bruised at High Bridge, N. J. Engineer, J. Sphlane; conductor, Robt. Fenwick.

January 8th.—Stanton Simmons, engineer, hand sprained and bruised at Centreville, N. J.

January 8th.—H. Kinney, brakeman, back hurt at Brills. Engineer, C. Murtha; conductor, P. G. Young.

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February 8th.—E. A. Dunn, brakeman, scalp and ankle injured at Hampton Junction. Engineer, A. Neigart; conductor, M. Bowlby.

February 9th.—Geo. A. Bauer, conductor, ankle and back sprained in Club yard. Engineer, Wm. Lewis; conductor, Geo. A. Bauer.

February 12th.—John Conway, brakeman, killed in Jersey City freight yard. Engineer, James Hull; conductor, George Souders.

February 26th.—Chas. Barkman, killed, location unknown. Engineer, H. Koons; conductor, H. Reid.

February 27th.—Chas. Hack, brakeman, hip injured at Plainfield, N. J. Engineer, F. Wilcox; conductor, H. Burch.

March 10th.—Thos. McDonald, brakeman, leg injured at Elizabethport. Engineer, J. Crowley; conductor, H. Lawder.

March 18th.—Clarence Holt, brakeman, back injured in Jersey City yard. Engineer, Geo. Ward; conductor, Geo. Redder.

March 21st.—Geo. T. Burns, driller, ankle sprained at Elizabethport.

March 27th.—Wm. Wardle, fireman, killed at Green Brook. Engineer, James Davis; conductor, E. C. Evans.

April 1st.—Stephen A. Dugan, brakeman, hip hurt in Jersey City freight yard. Engineer, Stephen Brown; conductor, Chas. Schields.

April 10th.—John Tracey, conductor, ribs fractured and injured internally at Plainfield. Engineer, E. O. Connors; conductor, John Tracey.

April 16th.—James Tracey, brakeman, foot crushed at Communipaw. Engineer, J. Leaminger; conductor, Roger Boyle.

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April 16th.—Frank M. Cook, brakeman, foot injured in Jersey City freight yard. Engineer, E. Dunham; conductor, M. J. Hennessy.

May 1st.—Elmer Crosby, brakeman, killed at Elizabethport. Engineer, Arthur Bogart; conductor, Geo. T. Burns.

May 20th.—J. W. Chambers, brakeman, elbow and hip injured at Sewaren. Engineer, F. Ferguson; conductor, J. Horoho.

May 21st.—Calvin Thomas, conductor, ankle sprained at Elizabethport shops. Engineer, Fred Bickel; conductor, Calvin Thomas.

May 22d.—John H. Laird, brakeman, bruised near Claremont. Engineer, M. R. Ausch; conductor, John Anderman.

June 7th.—W. H. Snyder, conductor, head cut—no location. Engineer, T. J. Butler; conductor, W. H. Snyder.

June 11th.—Robert McCloud, engineer, wrist injured at Dunellen. Engineer, R. McCloud; conductor, C. Dodwell.

July 2d.—Supo Antonio, laborer, head cut at Barn Door. Engineer, Geo. Baas; conductor, John Kelly.

July 12th.—Andrew Coot, leg broken at Elizabethport. Engineer, —— ——; conductor, —— ——.

July 15th.—Chas. Smith, brakeman, feet bruised at Plainfield. Engineer, W. Kohler; conductor, H. Lawder.

July 16th.—Daniel M. Kelly, brakeman, hip injured and hand cut at Elizabethport. Engineer, Frank Bogart; conductor, P. O'Hearn.

July 19th.—John Brick, driller, hip bruised in Jersey City freight yard. Engineer, Wm. Applegate; conductor, Alex. Colbath.

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July 21st.—C. E. Pierce, fireman, ankle broken at Communipaw. Engineer, —— ——; conductor, —— ——.

July 22d.—Halsey Vanderhoff, driller, back bruised at Jersey City freight yard. Engineer, A. Bradley; conductor, George Dumphey.

July 25th.—Max Harris, brakeman, killed in Hampton yard. Engineer, T. Eder; conductor, C. H. Yeagle.

July 25th.—Jos. Afflerbach, brakeman, injured at Cranford. Engineer, E. Piatt; conductor, F. McBarth.

July 31st.—Alfred Lewis, wiper, injured at Centreville.

August 3d.—Wm. Alexander, fireman, shoulder slightly bruised at Elizabethport. Engineer, L. Byrnes; conductor, W. A. Snyder.

August 13th.—Geo. Barnes, brakeman, shoulder and arm sprained at Hampton. Conductor, Wm. Nolan; engineer, A. McDevitt.

August 17th.—Carl E. Withey, driller, slightly injured at Elizabethport. Engineer, M. Reagan; conductor, M. Farwell.

August 18th.—L. M. Tompkins, brakeman, back sprained at Brills Junction. Engineer, P. Fallon; conductor, L. L. Brightman.

August 21st.—P. J. Mahoney, conductor, ribs broken at Carteret. Engineer, Geo. Rowland; conductor, P. J. Mahoney.

August 26th.— Frank Cassidy, brakeman, sprained ankles at Elizabeth. Engineer, Ed. Martin; conductor, D. Howley.

August 30th.—J. Pettit, engineer, injured at High Bridge. J. Pettit, engineer; H. S. Davidson, conductor.

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October 1st.—R. J. Sweeney, brakeman, leg injured at Jersey City freight yard. Engineer, Wm. Grant; conductor, Frank Schultz.

October 4th.—Wm. J. Barlow, brakeman, right ankle sprained at Elizabethport. Engineer, A. Bogart; conductor, A. B. Struthers.

October 9th.—Wm. Bryfogle, brakeman, ankle sprained at Phillipsburg. Engineer Wm. Kelly; conductor, Peter Bloom.

October 15th.—Wm. Kennedy, watchman, ankle broken at Bayonne.

October 23d.—L. E. Garis, brakeman, back and side injured at Hampton, N. J. Engineer Geo. Volk; conductor, D. Howley.

November 1st.—Daniel McNamara, laborer, seriously injured at Port Johnston.

November 5th.—Frank Feel, brakeman, head hurt and injured internally near Raritan. Engineer; A. Neigart; conductor, John Hunt.

December 4th.—Clarence Gennua, brakeman, injured at Perth Amboy. Engineer, T. Ferguson; conductor, Owen McVeigh.

December 5th.—Henry Halkyer, brakeman, foot injured at Jersey City freight yard. Engineer, Steve Brown; conductor, P. W. Roach.

December 6th.—John Grouss, brakeman, arm broken at Elizabethport. Engineer, Geo. Wenke; conductor, Geo. T. Burns.

December 12th.—W. H. Stout, fireman, foot sprained at Phillipsburg. Engineer, Wm. Grimm.

December 19th.—H. M. Witemeyer, stenographer, superintendent's office, wrist injured; forehead cut; crew not known. Injured at White House.

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December 21st.—P. R. Walters, engineer, hip bruised at Jersey City. Engineer, P. R. Walters; conductor, S. J. Martin.

December 22d.—Chas. E. Fitzer, brakeman, knee bruised at Jersey City. Engineer, J. Pettit; conductor, H. S. Davidson.

December 29th.—E. J. Lamb, engineer, leg injured at Jersey City. Engineer, E. J. Lamb; conductor, F. Cameron.

December 30th.—Wm. Manning, conductor, left knee dislocated and hip bruised, Elizabethport. Engineer, W. B. Smith; conductor, Wm. Manning.

*Falling From Trains, Locomotives or Cars—Non-employes.*

January 19th.—Geo. Adams, injured at Claremont. Engineer, C. Mason; conductor, C. W. Keyser.

March 5th.—John A. Engel, passenger, back hurt at Newark, N. J. Engineer, E. E. Gordon; conductor, G. T. Trimmer.

March 6th.—J. Walsh, both legs cut off at Elizabethport. Engineer, James Weikley; conductor, John Doherty.

March 11th.—James Murray, trespasser, face cut, Jersey City passenger yard. Engineer, James Dowd; conductor, Harry Bod.

May 8th.—Unknown woman, passenger, slightly injured, Ferry street, Jersey City. Engineer, L. Clark; conductor, J. Kennedy.

July 10th.—Edw. Nelson, trespasser, arm crushed at Phillipsburg, N. J. Engineer, W. H. House; conductor, John Warner.

July 11th.—Morris Klein, hip injured at Perth Amboy.

July 19th. —Harry E. Kiefer, passenger, injured at Bound Brook. Engineer, F. Jacobus; conductor, F. O. Webster.

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August 3d.—Miss M. Mann, passenger, ankle sprained at Elizabethport. Engineer, J. Gesbocker; conductor, C. S. Stokes.

August 24th.—John H. Troxell, passenger, injured near Bound Brook. Engineer, F. Dougherty; conductor, J. W. Cummins.

September 11th.—Unknown man injured at E. 22d street, Bayonne, N. J. Engineer, P. Pettinger; conductor, J. J. Kennedy.

September 16th.—John O'Neil, trespasser, leg cut off and toes crushed near Annandale. Engineer, Geo. Casey; conductor, H. M. Haggerty.

October 20th.—Unknown woman, passenger, slightly injured at E. 49th street, Bayonne. Engineer, W. H. Wetton; conductor, G. B. Van Nortwick.

November 11th.—Miss Alice Hoffman, passenger, injured at Somerville. Engineer, —— ——; conductor, —— ——.

November 15th.—Edward Conroy, trespasser, injured at Elizabethport. Engineer, S. L. Darling; conductor, J. H. Rowland.

December 3d.—Mrs. Pfeifer and daughter, slightly bruised at Port Reading. Engineer, James Dowd; conductor, H. A. Boyd.

December 11th.—Wm. Glascow, arm broken at Westfield. Crew unknown.

*Injured at Shops, Stations or Freight Houses—Employes.*

January 7th.—Charles Arndt, injured at Elizabethport shops.

January 8th.—Chas. Reed, arm cut at Elizabeth.

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January 8th.—John Whalen, foot injured at Elizabethport shop.

January 10th.—David Benyon, eye injured at Elizabethport boiler shop.

January 15th.—P. Burke, trucker, chin cut at Elizabethport Transfer.

January 15th.—John J. Dorgan, eye injured at Elizabethport Machine shop.

January 15th.—Jos. A. Force, injured at Somerville, N. J.

January 16th.—John W. Myers, hand injured at Elizabethport shop.

January 16th.—John Eagen, fireman, wrist cut at Elizabethport shop.

January 18th.—John Losearage, foot injured at Elizabethport shop.

January 21st.—F. Rietz, laborer, ribs broken at Elizabethport shop.

January 24th.—George Miles, eye injured at Elizabethport shops.

January 25th.—Peter Kneiderman, thumb crushed, Newark.

January 28th.—Bit. Rodzyrick, knee injured at Elizabethport.

January 28th.—F. G. Person, hand cut at Elizabethport shop.

January 30th.—August Vant, warehouseman, foot bruised at Newark.

February 8th.—John Farley, laborer, forehead cut at Pt. Johnston coal docks.

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February 10th.—John C. Shillane, reloader feeder, injured at Pt. Johnston.

February 11th.—Geo. Nassando, laborer, scalp wound at Elizabethport.

February 11th.—John Merrick, Engine wiper, near Communipaw.

February 12th.—Austin Sanders, warehouseman, foot injured at Newark.

February 13th.—Michael DeLaney, boilermaker, eye injured at Elizabethport shop.

February 18th.—John Summers, fingers crushed at Communipaw.

February 24th.—James Donellon, died from natural causes near Communipaw.

February 24th.—Chas. Herbert, foot injured near Communipaw.

February 25th.—Andrew Madway, foot injured at old shops, Elizabethport.

February 26th.—Henry Yantz, checker, leg injured at Elizabethport Transfer.

February 26th.—John Cuillo, injured at Elizabethport shops.

February 28th.—Lorenzo Morris, finger cut at Elizabethport.

March 3d.—Wm. Papartis, carpenter, foot bruised at Elizabethport.

March 4th.—Martin Moline, thumb crushed at Elizabethport machine shop.

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March 8th.—Nye Melshaw, eye injured at Elizabethport shop.

March 8th.—James Westbury, foot bruised Elizabethport shops.

March 9th.—Stanley Vortovick, head injured at Elizabethport shop.

March 9th.—Chas. Hargreaves, eye cut at E. 22d street, Bayonne.

March 14th.—Geza Neumann, machinist, eye injured at Elizabethport shop.

March 15th.—Timothy Hickey, laborer, foot injured at Elizabethport Transfer.

March 15th.—F. A. Kerns, operator and clerk, shot in neck at Port Johnston coal docks.

March 17th.—Frank Dereamer, laborer, fatally injured at Phillipsburg.

March 20th.—Herbert Balne, internally injured at Elizabethport machine shops.

March 20th.—W. C. Carter, eye cut at Elizabethport shops.

March 21st.—Otto Schmitt, baggage porter, back injured Jersey City passenger station.

March 21st.—Michael Kelly, trucker, foot mashed at Elizabethport transfer.

March 22d.—Michael Prall, delivery clerk, injured at Newark.

March 24th.—Ralph Ege, leg fractured at Somerville.

March 25th.—Wm. Oswald, finger cut at Elizabethport shops.

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March 29th.—Peter Backalevitch, eye injured at Elizabethport shops.

April 2d.—Frank Brazil, slightly cut at Centreville.

April 3d.—Fred. Wolff, hand injured at Elizabethport shops.

April 2d.—Wm. Dewald, messenger boy, eyes injured at Elizabethport shop.

April 4th.—John Fallon, signal inspector, head cut at Dunellen. Engineer J. Wait; conductor, J. Doboeer.

April 9th.—Vincent Baggesi, eye injured at Elizabethport shop.

April 12th.—Thos. J. Carroll, machinist, foot injured, Centreville shop.

April 9th.—M. F. Delaney, eye injured at Elizabethport shops.

April 15th.—Howard A. Wise, conductor, foot injured at Port Johnston.

April 16th.—Lewis Jerquinto, foot bruised at Somerville.

April 22d.—Frank Thomas, hand injured at Elizabethport shop.

April 22d.—Jos. Novatnuck, legs crushed at Elizabethport shops.

April 25th.—Peter McGahan, hand injured at Elizabethport shop.

April 28th.—John H. Conklin, carpenter, hips squeezed in Jersey City freight yard. Engineer, Chas. Hodge; conductor, Dennis McGrath.

May 5th.—Wm. B. Coniry, hand cut at Elizabethport shop.

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May 9th.—James O'Rourke, hand bruised at Elizabethport.

May 9th.—Joseph Quinn, warehouseman, fingers injured at Newark.

May 10th.—Wm. Galvin, trucker, finger injured at Elizabethport Transfer.

May 12th.—Wm. H. Williamson, laborer, toe mashed at Somerville.

May 14th.—Henry Beyer, eye burned by steam at shop near Communipaw.

May 22d.—Wm. Geishimmer, ankle injured at Somerville store.

May 23d.—Fred. Cocia, eye injured at Elizabethport shop.

June 9th.—J. F. Murphy, laborer, head cut at Elizabethport Transfer.

June 10th.—Frank Johnson, blacksmith helper, eye injured at Elizabethport shop.

June 12th.—Lloyd Fransue, artery cut in hand at Phillipsburg shop.

June 18th.—Chas. Edwards, leg scalded at Communipaw round house.

June 18th.—Jos. Coatto, laborer, ankle sprained at Elizabethport.

June 19th.—Wm. C. Mathews, fingers injured at Elizabethport shop.

June 21st.—John Ubart, forehand cut at Elizabethport shops.

June 22d.—Conrad Peterson, Sr., forehead cut at Elizabethport shops.

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June 25th.—Anglo Mallos, burned shoulder near Communipaw.

June 27th.—Matthew Connors, trucker, leg injured at Elizabethport Transfer.

July 10th.—Jos. Higgins, warehouseman, fingers bruised, Newark.

July 10th.—Frank Moran, inspector, finger injured at Port Johnston.

July 11th.—Wm. Henderson, head injured in Elizabethport shops.

July 12th.—Jos. Lyle, boilermaker, finger injured Elizabethport shops.

July 12th.—Wm. Henderson, machinist helper, head slightly injured at Elizabethport.

July 14th.—Wm. Seclow, toe crushed, Elizabethport shops.

July 14th.—Chas. Last, warehouseman, toe mashed at Newark.

July 15th.—Jos. Denver, warehouseman, leg injured at Newark.

July 17th.—Mike Jacob, laborer, injured, Elizabethport passenger repair shop.

July 26th.—John Hampton, thumb injured at Elizabethport shop.

July 27th.—Watty Sandusky, fire cleaner, injured at Centreville.

July 28th.—Chas. Powell, laborer, leg injured at Centreville.



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July 28th.—Wm. Price, wrist injured at Elizabethport shop.

August 1st.—S. McGough, floor hand, finger injured at Elizabethport shops.

August 2d.—Frank Heatherington, lathe-hand, finger injured, Elizabethport shop.

August 4th.—Harry Saxton, warehouseman, leg broken at Newark.

August 4th.—Tony Gregory, laborer, knee joint injured at Elizabethport.

August 6th.—Charles Slenker, blacksmith, brest injured at Elizabethport shop.

August 9th.—James Ryan, stevedore, foot injured at Elizabethport Transfer.

August 11th.—Bernard Conroy, machinist, ankle injured at Fiddlers shop (near Communipaw).

August 13th.—Wm. Wildsmith, repairer, finger crushed at Elizabethport shops.

August 15th.—Chas. L. Ritter, millhand, fingers left hand cut off at Elizabethport.

August 16th.—John Langtry, checker, hand injured at Elizabethport Tranfer.

August 19th.—Chas. Holt, checker, chest bruised at Elizabethport Transfer.

August 20th.—Geo. Dittmeir, finger injured, Elizabethport shops.

August 25th.—F. Haggeman, machinist apprentice, eye injured at Elizabethport shop.

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August 27th.—Adolph Lieb, messenger boy, finger injured at Elizabethport shops.

August 29th.—Chas. Laurie, carpenter, hand mashed at dock No. 4, Jersey City.

September 3d.—Frank Beyer, machinist, fingers injured, Elizabethport shop.

September 4th.—Frank Schweinfurth, blacksmith, wrist injured, Elizabethport shop.

September 5th.—Daniel O'Brien, trucker, foot injured, Elizabethport Transfer.

September 8th.—Andrew Madway, laborer, scalp wound in old shop, Elizabethport.

September 8th.—Martin N. Porter, U. S. Ex. Agt., and Asst. Geo. Van Fleet, legs and feet injured at Somerville.

September 9th.—Wm. S. Lloyd, blacksmith, foot bruised at Phillipsburg shop.

September 9th.—John McDonald, boilermaker, forehead cut, Elizabethport shops.

September 10th.—Thomas Dregan, car inspector, finger injured at Newark.

September 10th.—R. Smith, head and eyes injured at Phillipsburg shops.

September 11th.—Wm. Lyons, carpenter, finger mashed at car shops, Elizabethport.

September 11th.—Chas. Hoffman, messenger boy, fingers crushed at Elizabethport shop.

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September 12th.—Patrick Kelly, trucker, toes mashed at Elizabethport Transfer.

September 14th.—Wm. Taylor, hostler, foot bruised at Communipaw.

September 16th.—Jos. Thompson, millhand, fingers injured, old shops, Elizabethport.

September 18th.—Jos. Daley, trucker, nose injured at 22d street freight house, Bayonne.

September 19th.—Servio Frank, laborer, foot and ankle bruised in Jersey City freight house.

September 22d.—John Burns, trucker, injured at Elizabethport Transfer.

September 22d.—Peter Burns, boilermaker, forehead injured at Elizabethport shops.

September 27th.—Alvin Catlin, trucker, injured at Elizabethport Transfer.

September 27th.—Patrick White, pit cleaner, ankle sprained at Phillipsburg.

September 30th.—Samuel Strain, leg injured at Jersey City shops.

September 30th.—E. S. Potter, hostler, hand injured at Centreville.

October 3d.—Samuel Ahern, machinist apprentice, fingers injured, Centreville.

October 7th.—Frank Urban, rivet heater, eye injured at Elizabethport shop.

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October 9th.—Chas. Kuffall, trucker, foot injured at Elizabethport Transfer.

October 9th.—Ambrose E. Frederica, painter, wrist cut at Fiddlers shops.

October 10th.—Tony Newburg, trucker, leg skinned at Elizabethport Transfer.

October 10th.—Frederick Bernstel, boilermaker, hand injured, Elizabethport shops.

October 14th.—Chas. Layton, warehouseman, foot injured at Newark.

October 16th.—Edw. Bowers, boilermaker, hand injured at Elizabethport shop.

October 16th.—Richard Leage, car repairer, injured in Jersey City freight yard.

October 17th.—Albert Gibbs, machinist helper, ankle sprained, Centreville.

October 23d.—Jos. Higgins, warehouseman, foot injured at Newark.

November 3d.—Frank Haggeman, machinist apprentice, finger injured, Elizabethport.

November 4th.—John Fenlon, machinist helper, finger injured at Fiddlers shop.

November 8th.—Geo. Wolff, fire cleaner, injured at Elizabethport.

November 8th.—John Smith, trucker, head cut severely at Elizabethport Transfer.

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November 8th.—Jos. Winkle, car repairer, leg injured, old shop Elizabethport.

November 10th.—Tony Castellane, laborer, hand injured at new shops, Elizabethport.

November 12th.—George King, blacksmith helper, arm injured, Elizabethport shop.

November 14th.—August C. Springer, sweeper, hand cut at new shops Elizabethport.

November 15th.—James O'Hara, boilermaker, eye injured at Elizabethport shop.

November 15th.—Thos. Sabatelli, lathe hand, finger cut, Elizabethport shops.

November 17th.—Wm. Peurose, machinist helper, head injured at Fiddlers shop.

November 19th.—John Tomish, laborer, slightly bruised at new shops, Elizabethport.

November 19th.—Harry McCarrick, machinist helper, hand bruised at new shops, Elizabethport.

November 19th.—John W. Myers, machinist, hand injured at Elizabethport shops.

November 19th.—John Clark, trucker, fingers injured at Elizabethport Transfer.

November 21st.—Robt. Graham, finger cut off at Fiddlers shops, Communipaw.

November 24th.—Louis Spitnagel, machinist, nose broken at Elizabethport shops.

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November 26th.—Gustav Kuebler, engine-wiper, ankle sprained at Newark.

November 27th.—John Welsh, trucker, foot injured at Elizabethport Transfer.

December 1st.—Thos. Carr, machinist, forehead cut at Phillipsburg shops.

December 3d.—Jas. Worrie, foot injured at Tower No. 1, Jersey City.

December 6th, Lone Rome, laborer, left leg broken at Jersey City.

December 6th.—Thomas Dowd, machinist helper, fingers bruised, Elizabethport shops.

December 6th.—Frank Mulligan, laborer, foot injured at Elizabethport Transfer.

December 7th.—Thos. Colosurde, laborer, eye injured at Fiddlers ash-pit.

December 8th.—Toney Muldoon, laborer, thumb broken, No. 6 dock, Jersey City.

December 10th.—Mike Adams, laborer, toes crushed at lumber yard, Elizabethport shops.

December 12th.—Alfred Osterstook, carpenter, head cut, leg and wrist broken at Phillipsburg round-house.

December 17th.—Amiel Frejtak, laborer, arm cut at Elizabethport shops.

December 18th.—Hiram Vandegrift, machinist helper, hand bruised at Elizabethport shops.

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December 20th.—D. Voorhees, pipe fitter, back injured at Elizabethport.

December 24th.—Jno. P. Broderick, laborer, legs injured, Elizabethport shops.

December 26th.—Michael Malinowski, car repairer, hand mashed, Elizabethport shops.

December 29th.—Charles Red, blacksmith helper, finger injured, Elizabethport shops.

*Injured at Shops, Stations or Freight Houses—Non-employes.*

January 10th.—Henry P. Scott; injured at Plainfield, N. J.

January 14th.—Mrs. Jas. A. Fulton, spine injured at Roselle.

January 21st.—J. F. Trainer, passenger, injured at Newark.

February 2d.—James McCann, passenger, wrist cut, Jersey City Terminal.

February 4th.—Frank Faucher, warehouseman, finger injured at Newark.

February 27th.—Mrs. W. K. Johnson, ankle sprained, Jersey City Terminal.

May 4th.—Miss Cornell, arm broken at Elizabethport.

May 8th.— James Simons, trespasser, leg injured at Communipaw.

May 30th.—Mrs. R. Frey, passenger, ankle sprained at Newark. Engineer, C. Mirtha; conductor, L. C. Huntt.

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June 8th.—Mrs. T. S. L. Howard, knee bruised and foot sprained at Elizabethport.

June 30th.—Mrs. Walter Peterson, face injured at Netherwood.

August 20th.—Mrs. J. McBride, stomach injured, Jersey City station.

August 21st.—Anna Wenke (girl 7 year), knees injured at Elizabeth.

August 21st.—Richard Ferrier, injured at Elizabethport.

August 29th.—E. Kaus, knee cut at Newark, N. J.

August 31st.—Mrs. Hattie Eise and child in arms, slightly shocked at Jackson avenue, Communipaw.

September 11th.—Mrs. Mark A. Shick, passenger, legs injured at Plainfield.

September 22d.—Unknown woman, eye injured at Newark.

September 26th.—Unknown passenger, head cut at Jersey City.

October 8th.—Mrs. Salabes—extent of injuries unknown—Newark, N. J.

November 1st.—Herman Kern, injured at E. 49th street, Bayonne.

November 11th.—Mrs. Sarah M. Welch, right arm hurt at Elizabeth.

November 15th.—P. W. Brough, passenger, wrist slightly cut at Jersey City passenger station.

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December 11th.—Preston Reed (boy 5 or 6 years), leg badly injured at Hibernia.

December 25th.—C. V. S. Kane, trespasser, slightly bruised at West 8th street.

*Struck by Trains, Locomotives or Cars Along the Line—Employes.*

January 10th.—Salvador Meno, laborer, injured at Jersey City yard.

February 5th.—Wm. Smith, employe, leg injured at West 8th street, Bayonne. Engineer, B. McDonald; conductor, P. Galvin.

February 25th.—P. J. Beers, brakeman, injured at Jersey City. Engineer, W. H. Sheridan; conductor, I. A. Bedell.

May 10th.—Chas. Crust, laborer, arm bruised near Bloomsbury. Engineer, —— ——; conductor, A. D. Prawl.

May 24th.—Wm. C. Brandgee, surveyor, killed at Communipaw. Engineer, Walter Cobson; conductor, W. Chambers.

June 11th.—Fred Partington, driller, fatally injured at Newark, N. J. Engineer, J. Jones; conductor, A. Shipley.

July 9th.—James Welsh, switchman, arm bruised, Jersey City yard. Engineer, M. F. Ahearn; conductor, C. E. Roberts.

August 26th.—Joe Nawalzniski, laborer fatally injured at Pt. Liberty docks, Jersey City. Engineer, Wm. Cooper; conductor, Wm. Wilson.

September 3d.—Patrick Sullivan, laborer, killed at Glen Gardner. Engineer, Wm. Herbert, Jr.; section foreman, conductor Murry.

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October 9th.—Wm. Smith, switchman, head bruised at Jersey City. Engineer, Wm. M. Grant; conductor, Frank Schultz.

December 5th.—Andrew Ferance, Paul Limke and Mike Wolover, laborers, instantly killed at Greens Bridge, Phillipsburg. Engineer, Eugene Mahoney; conductor, August B. Prawl.

*Attempting to Board or Alight from Moving Trains, Locomotives or Cars—Employes.*

January 17th.—Albertus Smith, brakeman, ankle sprained at Westfield. Engineer, L. Bodin; conductor, W. H. Snyder.

February 9th.—Edw. Hackenbury, brakeman, hand and leg hurt at Annandale.

February 12th.—Daniel Fallon, brakeman, ankle sprained at West 8th street, Bayonne. Engineer, T. Shea; conductor, G. B. Brown.

February 24th.—Peter Gaughran, car cleaner, killed at Jersey City Terminal. Engineer, T. Bradshaw; conductor, T. Westfield.

April 23d.—Max Harris, brakeman, ankle sprained at Constable Hook. Engineer, J. Leminger; conductor, R. Boyle.

May 2d.—Harry Nodan, brakeman, injured at Raritan. Engineer, Wm. Creveling; conductor, N. Watman.

July 17th.—Jos. Donovan, driller, killed at Elizabethport. Engineer, Frank Fozard; conductor, Wm. Manning.

August 20th.—Geo. Stokes, driller, arm broken at Elizabethport. Engineer, Arthur Bogart; conductor, A. B. Struthers.

August 31st.—Dennis Driscoll, special officer, fatally injured at Newark. Engineer, L. Jones; conductor, F. VanAtta.

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October 3d.—A. L. O'Brien, brakeman, ankle sprained at Elizabethport. Engineer, Arthur Bogart; conductor, A. B. Struthers.

October 11th.—Oliver Kinsey, brakeman, ankle injured at White House, N. J. Engineer, Wm. R. Hunt; conductor, D. Howley.

November 3d.—E. Shimer, brakeman, leg injured at White House, N. J. Engineer, A. Colbath; conductor, J. P. English.

*Attempting to Board or Alight from Moving Trains, Locomotives or Cars—Non-employes.*

January 4th.—John Sutton, passenger, head injured at High Bridge. Engineer, P. Schuyler; conductor, August B. Prawl.

January 15th.—H. C. Huff, head and face injured at Somerville. Engineer, F. Wilcox; conductor, M. L. Rarick.

March 1st.—Jor Norton (boy 6 years), hips squeezed, Newark. Engineer, J. Jones; conductor, A. Shipley.

April 26th.—Wm. Fitzpatrick, injured at Bayonne. Engineer, J. W. McCormack; conductor, D. Howley.

May 5th.—Mrs. D. D. Clerk, Jr., slightly injured at Bound Brook. Engineer, J. Lawson; conductor, W. W. Barnes.

May 9th.—Leonard Tetermar, legs cut off at Hampton. Engineer, S. Eike; conductor, E. S. Searfass.

June 28th.—Jacob Rose, trespasser, leg broken at Phillipsburg. Engineer, T. G. Hartzel; conductor, A. Reid.

August 3d.—Miss Caulfield, passenger, injured in Jersey City Terminal. Engineer, A. Simms; conductor, T. F. McGinnis.

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August 9th.—Thos. J. Walsh, passenger, shoulder bruised at Fanwood. Engineer, Ed. Hoff; conductor, W. J. Sheehan.

August 21st.—Johnson Snyder, trespasser, leg cut off at Phillipsburg. Engineer, Neal Dugan; conductor, C. Brady.

September 1st.—Mrs. M. Kavanaugh, passenger, leg bruised, Newark. Engineer, John Koehler; conductor, A. P. Hetfield.

September 2d.—Nicholas Nicholi, passenger, face cut at Communipaw. Engineer, Samuel Lowery; conductor, M. H. Dunn.

September 9th.—Andrew Sabo, trespasser, injured at Somerville.

September 17th.—Dr. F. H. Boynton, passenger, head injured, Bayonne. Engineer, G. B. Coffee; conductor, Phillip Backer.

September 19th.—Gus W. Bramer, passenger, injured at Cranford. Engineer, A. F. Shedd; conductor, O. J. Freeman.

October 10th.—J. Bailey, passenger, injured at Elizabethport. Engineer, E. W. Fitzgerald; conductor, W. Craven.

October 27th.—Saml. Black, passenger, injured at Cranford. Engineer, Wm. Dunham; conductor, D. B. Allen.

October 30th.—Edward Geohagan, passenger, head injured at Greenville. Engineer, George Jackson; conductor, J. W. Sanborn.

November 1st.—J. T. Shepherd, foot crushed at Perth Amboy. Engineer, J. Mulford; conductor, D. Sullivan.

November 1st.—Abram Van Fleet, passenger, slightly injured at North Branch. Engineer, P. Schuyler; conductor, A. B. Prawl.

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November 15th.—Chas. Walters, trespasser, leg broken at Brills. Engineer, C. Murtha; conductor, E. Burns.

November 16th.—Unknown foreigner, passenger, injured at Vulcanite. Engineer, J. Lutz; conductor, W. W. Barnes.

November 30th.—Geo. Reed, trespasser, collar bone broken, arm bruised and scalp wounded east of Elizabeth station. Train and crew not known.

December 3d.—Rudolph A. Kelps, trespasser, fatally injured at Plainfield. Train and crew not known.

December 4th.—Mrs. Anna Zipp, passenger, slightly injured at Jersey City. Engineer, Geo. Caffey; conductor, William Creveling.

December 9th.—C. H. Kloman, passenger, slightly injured at Roselle, N. J. Engineer, E. Huff; conductor, D. S. Horton.

December 10th.—John L. Stillwell, passenger, rendered unconcious at Elizabeth. Engineer and conductor not known.

December 18th.—Unknown man, passenger, injured at Jackson avenue. Engineer, J. Hurter; conductor, Saml. Waidman.

December 18th.—Catherine L. Stewart, passenger, injured at E. 33d street. Engineer, Joe Regen; conductor, J. J. Kennedy.

December 23d.—Mrs. L. Musgrave, passenger, back injured at Pacific avenue station. Engineer, C. Pittinger; conductor, W. E. Case.

December 25th.—Unknown man injured about head at Fanwood. Engineer, J. Janson; conductor, J. H. Van Middlesworth.

December 30th.—H. Pratt, passenger, shoulder injured at Jackson avenue. Engineer, Wm. Gorman.

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December 31st.—R. F. Cary, passenger, injured back at E. 49th street station. Engineer, A. F. Shedd; conductor, Walter Durling.

*Persons Found Killed or Injured, Supposed to Have Been Struck by Trains—Employes.*

March 8th.—C. Geishel, engineer, found dead in Jersey City passenger yard.

July 4th.—W. M. Harrison and John Cosgrove, bodies found on track between Communipaw and Claremont.

*Persons Found Killed or Injured, Supposed to Have Been Struck by Trains—Non-employes.*

January 5th.—Michael Farhart, killed at Jersey City. Engineer, James Butler; conductor, James McGowan.

January 21st.—James Moran, found dead on track, Plainfield, N. J.

February 4th.—Unknown man found dead west of High Bridge.

February 10th.—Stephen Jack, found dead west of Vulcanite.

February 25th.—Unknown man found dead at Cranford, N. J.

February 28th.—Unknown man found dead at Jersey City, opposite tower No. 1.

February 28th.—Unknown man found dead on main line, east of tower No. 1, Jersey City.

March 10th.—John S. Carlson, found on tracks near Bound Brook.

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March 18th.—Stephen Throp, found dead on Newark bay bridge.

June 3d.—Robert Bottind, trespasser, injured at Elizabeth, N. J.

June 26th.—L. Young (boy), injured at Newark.

July 4th.—Robert Smith, trespasser, killed near Claremont.

August 16th.—Unknown man found dead near Aldene, N. J.

August 22d.—John Warhart, trespasser, injured near Bound Brook.

August 31st.—Fredk. Malon, killed at Jersey City.

September 21st.—Michael Kelly, trespasser, found dead near Plainfield.

September 29th.—Daniel Stack, trespasser, killed near Hampton Junction.

November 2d.—Tony Gozenik, found dead at E. 22d street, Bayonne.

November 4th.—Patrick Tucker, found dead opposite tower No. 1, Jersey City.

November 6th.—Unknown man found dead at Elizabeth.

December 4th.—Unknown man found dead 1000 feet north of Port Reading.

December 18th.—Mrs. Susan A. Gassner, found dead at Park avenue bridge, Plainfield.

December 25th.—Albert Tobzeyke, trespasser, found badly injured at E. 22d street, Bayonne.

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December 27th.—Carl Anderson, trespasser, killed at West 8th street, Bayonne. Engineer, E. W. Fitzgerald; conductor, Ed. McEwen.

*Injured by Horses Freightened at Trains—Non-employes.*

May 13th.—Mrs. Catherine Welcheck, Mrs. M. Snyder, Mrs. Lizzie Herman and child, Mrs. Sophia Snyder and two children injured near Hibernia. Engineer, J. E. Dineen; conductor, H. Fenwick.

June 6th.—Mrs. Zeak and Mrs Limsdon, injured at Rockaway. Engineer, Peter Struble; conductor, H. Fenwick.

August 2d.—Irma Hoffman, injured at Califon, N. J. Engineer, Fred. Jacobus; conductor, F. S. Lewis.

August 20th.—Geo. E. Pratt, fatally injured at Jersey City freight yard.

*Struck by Trains, Locomotives or Cars at Highway Crossings—Non-employes.*

January 10th.—E. Benkert, badly shaken at Elizabethport. Engineer, Hiram Meck; conductor, A. T. Cushing.

January 17th.—John Sullivan, injured at Claremont. Engineer, James McKenny; conductor, H. S. Conrad.

March 15th.—Caterina Searpone, killed near Raritan. Engineer, W. Labarre; conductor, F. J. Bradley.

May 26th.—Wm. H. Woodruff, head cut at Finderne. Engineer, Wm. Morrison; conductor, Charles R. Getzinger.

July 2d.—Chas. Hoff, hip and side injured at Constable Hook. Engineer, Geo. Brown; conductor, John Bogart.



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August 19th.—James O'Brien and son Leo O'Brien, injured at Elizabethport. Engineer, Eugene Mahoney; conductor, J. E. Hess.

December 10th.—Mrs. Wm. Keech, killed one-half mile west of Cranford. Engineer, Chas. Davis; conductor, R. Leshen.

December 11th.—John Davenport, wrist broken; Jos. Jenkins, arm broken, at Hibernia. Engineer, J. E. Dineen; conductor, H. Fenwick.

*Struck by Trains, Locomotives or Cars—Non-employes.*

February 1st.—Jos. Ferry, W. U. lineman, killed near Elizabeth. Engineer, R. McCloud; conductor, C. Dodwell.

February 17th.—Jos. Brink, killed at Vulcanite. Engineer, Benj. Gulick; conductor, E. W. Johnson.

February 25th.—Victor Thune, killed at Elizabethport. Engineer, J. Berry; conductor, J. H. Lane.

February 27th.—James Driscoll, injured at Newark. Engineer, Jos. Regan; conductor, J. Kennedy.

March 9th.—Gordon Duckworth, killed at Hampton yards. Engineer, F. Barklie; conductor, J. W. Harrison.

March 21st.—Mr. Downey, injured at Newark. Engineer, S. L. Jones; conductor, W. Shaw.

March 24th.—Mrs. Minnie Hanna, injured at South Amboy. Engineer, T. Bradshaw; conductor, L. Westfield.

March 28th.—Robert Cadwus, injured at Newark. Engineer, C. Van Middlesworth; conductor, S. Waidman.

March 30th.—Alonzo Hand (child 4 years), arm broken; head injured near Glen Gardner. Engineer, W. H. Condit; conductor, K. Mathews.

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April 1st.—John C. Coburn, killed at Raritan. Engineer, Jos. L. Truex; conductor, G. H. Allen.

April 4th.—Jos. Stalz, fatally injured at Perth Amboy. Engineer, Chas Pettinger; conductor, I. I. Kennedy.

April 26th.—John Gladlir, eye injured near Dover Station. Engineer, R. H. Nixon; conductor, A. F. Guest.

April 30th.—Thos. Curly, injured near Westfield. Engineer, James Davis; conductor, A. J. Shainline.

May 17th.—John Michaelitive (boy 7 years), fatally injured near Elizabethport. Engineer, R. P. Beany; conductor, E. E. Fry.

June 19th.—John Davis, trespasser, fatally injured at Hampton Junction. Engineer, M. Wall; conductor, J. Hunt.

July 1st.—Alfred Hopper, trespasser, fatally injured at Elizabethport. Engineer, W. N. Dunham; conductor, J. Sheehan.

July 1st.—James Fennell, ribs broken, West Side avenue, Jersey City. Engineer, M. Shick; conductor, Geo. S. Hohn.

July 15th.—Wm. Collins, trespasser, head and arm injured, Jersey City freight yard. Engineer, C. Morton; conductor, F. A. Boyd.

August 21st.—Johnson Snyder, trespasser, leg cut off at Phillipsburg yard. Engineer, Neal Dugan; conductor, C. Brady.

August 26th.—Antonio Poloski, trespasser, killed in Jersey City yard. Engineer, W. Cooper; conductor, Wm. Wilson.

October 1st.—Antony Chirvs, trespasser, killed at Elizabeth. Engineer, John Driscoll; conductor, James Bigley.

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November 7th.—Frank Saleo, trespasser, leg cut off at Jersey City. Engineer, E. Mahoney; conductor, Geo. Opdyke.

November 15th.—Mrs. Elizabeth Ross, trespasser, killed at Bloomsburg. Engineer, Geo. Leggett; conductor, Jos. Keubler.

November 20th.—Unknown man killed between Garwood and Westfield. Engineer, W. Alpaugh; conductor, J. T. Delbeer.

*Persons Found Dead in Cars—Non-employes.*

February 28th.—Body of man found in car at Elizabethport yard, pinned to end of car.

*Other Causes—Employes.*

January 2d.—J. C. Layton, engineer, pumping station, Cranford, overcome by gas.

January 8th.—Frank Starks, head cut at Greenville.

April 7th.—Augustus Hopkins, leg bruised at Jersey City.

May 11th.—John Bogert, engineer, shot and severely injured, Elizabeth.

July 2d.—Jacob E. Poole, engineer, injured at White House, N. J.

August 12th.—Patrick Mansfield, brakeman, killed; John Webster, fireman, killed; Robert Beany, engineer, bruised; W. D. Singley, conductor, bruised; train running into open draw at Elizabeth Creek. Engineer, Robert Beaney; conductor, W. D. Singley.

*Other Causes—Non-employes.*

January 20th.—H. K. Vanderbilt, injured at High Bridge, N. J.

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January 20th.—Jos. Callahan, trespasser, injured at Bayonne, N. J.

January 24th.—Benj. Hackett, laborer, leg broken at Hampton, N. J.

June 8th.—Willie Barkley (boy 6 years), legs broken at Elizabethport.

July 17th.—Albert Waugh, U. S. Ex. employe, injured in Jersey City yard.

August 24th.—Stephen Hartman, scalded by water from engine at Westfield Station.

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## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $98,500 00 |
| Scrip stock, | 2,034 13 |
| Bonded debt—None. | |
| Floating debt, | 127,654 78 |
| Cost of road and equipments, | $228,188 91 |

The road extends from Chester Junction to Chester, a distance of 10.04 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of four per cent on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna and Western, as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is Vice-President of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn to and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public New York County.*

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Dividends paid during the year 1902, and how paid—No dividends.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

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## COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $66,500 00 |
| Bonded debt, | 129,800 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $196,300 00 |

The road extends from Kinkora to New Lisbon, a distance of 14 84/100 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of all charges, expenses and repairs to be paid by lessee.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington county, *ss.*—John S. Hutchinson, being duly sworn, on his oath says, that he is President of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. HUTCHINSON.

Sworn and subscribed before me this 4th day of April, A. D. 1903.

R. H. AARONSON,
*Notary Public of N. J.*

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $7,654 18 |
| Income from freight, | 10,115 28 |
| Income from other sources, | 5,196 88 |
| Total, | $22,966 34 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | 21,819 30 |
| | $1,147 04 |

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—Bordentown, New Jersey.

ACCIDENTS.

None.

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## CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $252,900 00 |
| Bonded debt, | 5,000 00 |
| Floating debt, | 8,052 82 |
| Cost of road, equipments and rolling stock, | $265,952 82 |

The road extends from Bridgeton to Long Reach, a distance of 21.20 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $16,200 00 |
| Bonded debt—None. | |
| Floating debt, | 283 91 |
| Cost of road and equipments, | $16,483 91 |

The road extends from a point on the New Jersey Southern Railway, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of 1.23 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## DELAWARE AND BOUND BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,800,000 00 |
| Bonded debt, | 1,800,000 00 |
| Floating debt—None. | |

| | |
|---|---|
| Cost of road and equipments, | $3,545,510 58 |

The road extends from middle of Delaware River, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.81 miles.

It is leased to the Philadelphia and Reading Railway Company at an annual rental of $273,000.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia county, *ss.*—J. S. Wise, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

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Sworn and subscribed before me this sixth day of February, A. D. 1903.

C. K. KLINK,
*Notary Public.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $427,076 35 |
| Income from freight, | 858,334 12 |
| Income from other sources, | 54,318 72 |
| Total, | $1,339,729 19 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $828,367 62 |

Dividends paid during the year 1902, and how paid—Four quarterly dividends of 2 per cent. each, February, May, August and November.

P. O. address of this company—Trenton, N. J., and the Treasurer's office, 240 South 3d street, Philadelphia, Pa.

ACCIDENTS.

January 22d.—John Breese, non-employe, non-fatally injured; struck by train at Skillman, N. J. P. J. Jeffers, conductor; J. McCabe, engineman.

March 24th.—Richard Gunther, non-employe, fatally injured; jumping on train at Skillman, N. J. J. G. Larkins, conductor; I. K. Gross, engineman.

April 14th.—Jane A. Waldron, non-employe, fatally injured; struck by train at Bound Brook, N. J. J. G. Larkins, conductor; I. F. Gross, engineman.

April 18th.—John E. Schroeder, employe, non-fatally injured; caught between cars at Bound Brook, N. J. C. Ulmer, conductor; R. Kercher, engineman.

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June 24th.—William Van Buskirk, non-employe, fatally injured; struck by train at Hopewell, N. J. J. MacAlone, conductor; E. Bowers, engineman.

August 18th.—William Tawney, employe, fatally injured; fell from train at Skillman, N. J. H. P. Sparks, conductor; Pat. Casey, engineman.

November 22d.—Charles Peters, non-employe, non-fatally injured; struck by train at Trenton Junction, N. J. H. Mullen, conductor; M. McDowell, engineman.

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## DELAWARE RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $4,025 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of Road and equipments—None. | |
| Dividends paid during the year 1902, and how paid—None. | |

The road as projected extends from Hamilton street, Camden, N. J., to Bulson street, Camden, a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Total—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

Construction of the railroad was commenced, but was stopped by injunction.

P. O. address of the above company—Kaighn's Point, Camden, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the



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Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this seventeenth day of March, A. D. 1903.

C. K. KLINK,
*Notary Public.*

ACCIDENTS.

None.

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## DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reportsto be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1902:

Capital stock paid in, ..... $194,716 67
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—In process of construction.

Dividends paid during the year 1902, and how paid—None.

The road extends from Gloucester City to Atlantic City a distance of fifty-two miles.

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Total—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

This company was chartered July 11th, 1899, and proposes to build, construct and operate a railroad between Gloucester City, Camden county, and Atlantic City, Atlantic county, New Jersey. The surveys have been made and line approved and filed with Secretary of State of New Jersey. Work has been commenced

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on the construction, and part of roadbed graded, and we have complied with all the requirements of the law. Extension of time limit of charter applied for and granted in accordance with said acts.

P. O. address of the above company—No. 1 East State street, Trenton, New Jersey, and 132 South Broad street, City of Woodbury, New Jersey.

State of Pennsylvania, Philadelphia county, *ss.*—Gustavus A. Müller, being duly sworn, on his oath says, that he is President of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MÜLLER.

Sworn and subscribed before me this 18th day of February, A. D. 1903.

R. C. SNYDER,
*Notary Public.*

ACCIDENTS.

None.

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## DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,300,000 00 |
| Bonded debt, | 1,300,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $2,600,000 00 |

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 4.82 miles. (Branches, 5.45 miles.)

It is operated by the Pennsylvania Railroad Company, under resolution of the Boards of Directors of both companies, at an annual rental of the net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Delaware River Railroad and Bridge Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1903.

LEWIS NEILSON,
*Notary Public.*

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $85,464 22 |
| Income from freight, | 144,527 98 |
| Income from other sources, | 1,134 53 |
| Total, | $231,126 73 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $83,716 07 |
| Dividends paid during the year 1902, and how paid—June 30th, 1902, two per cent. in cash, $26,000; December 22d, 1902, two per cent. in cash, $26,000. | |

P. O. address of this company—Broad street station Philadelphia.

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## DOCKS CONNECTING RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $9,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $9,187 50 |

The road extends from a point in Hudson county to a point in the township of Union, a distance of about 3.448 miles.

It is leased to the Erie Railroad Company at an annual rental equal to the operating expenses and taxes.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Docks Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

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ACCIDENTS.

January 10th.—William McCombs, internal injuries; died January 11th; struck by train.

March 20th.—Fred Smith, left leg cut off; stealing a ride.

April 6th.—W. J. Means, killed; struck by cars; trespassing.

May 9th.—James Duke, switchman, killed; caught between cars while coupling.

July 28th.—James Grouncy, killed; struck by train trespassing.

August 4th.—C. J. Aber, fireman, leg scalded; water glass broke on engine.

August 30th.—Thomas Gleason, arm fractured; fell from car while unloading lumber.

October 27th.—Capen Hungarten, killed; struck by train; trespassing.

November 8th.—Charles Abers, fireman, two fingers bruised; caught his hand while getting off engine.

November 10th.—Henry Haaf, flagman, killed; struck by train.

November 27th.—W. C. Anderson, leg cut off; struck by train.

December 3d.—Rosi Deliga, leg broken; struck by train.

December 7th.—E. J. Hawxhurst, fireman, wrist sprained; struck engine door.

December 22d.—Julius McGee, rib fractured; struck by train; trespasser.

December 22d.—Rosa Brande, body bruised; struck by train; trespasser.

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## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $140,000 00 |
| Bonded debt, | 35,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $175,000 00 |

The road extends from Port Oram, to Rockaway, a distance of 5.12 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—Six per cent., paid in cash.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## EAST JERSEY RAILROAD AND TERMINAL COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the East Jersey Railroad and Terminal Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $4,000 00 |
| Bonded debt—None. | |
| Floating debt, | 867 37 |

Cost of road and equipments—Leased.

Dividends paid during the year 1902, and how paid—None.

The road extends in Bayonne City, a distance of 694/1000 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight, | $9,063 69 |
| Income from other sources—None. | |
| Total, | $9,063 69 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $7,271 02 |

P. O. address of the above company—12 Broadway, New York, N. Y.

State of New York, New York county, *ss.*—R. D. Benson, being duly sworn, on his oath says, that he is President of the

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East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me this 17th day of February, A. D. 1903.

E. H SHELLEY,
*Notary Public Kings County.*

ACCIDENTS.

The only accident in 1902 on the lines of the East Jersey Railroad and Terminal Company, occurred on November 5th. John Otberg, a carpenter, was repairing a tank car standing on siding. Locomotive ran in on siding and moved car under which Otberg was working, threw him to the ground and rolled him over, bruising him badly. He was off ten days, then returned to work as usual.

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## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of theState, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $6,000,000 00 |
| Bonded debt, | 6,000,000 00 |
| Floating debt, | 183,774 05 |
| Cost of road and equipments, | $10,918,379 12 |

Dividends paid during the year 1092, and how paid—None.

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., a distance of 60.15 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $544,716 46 |
| Income from freight, | 3,085,959 64 |
| Income from other sources, | 323,372 38 |
| Total, | $3,954,048 48 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $3,936,802 54 |

REMARKS.

Included in the operations of this company are receipts and expenditures of the following companies: Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Pittstown Branch Railway, Perth Amboy and Raritan Railway, Middlesex Railway.

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P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Easton and Amboy Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

ACCIDENTS.

Coupling and uncoupling—9 trainmen injured and 1 other employe killed.

Falling from trains and engines—1 trainman killed and 30 injured, and 2 other employes injured.

Overhead obstructions—1 trainman and 1 other employe injured.

Collisions—6 trainmen and 2 other employes injured.

Derailments—5 trainmen, 1 other employe and 4 passengers injured.

Other train accidents—5 trainmen, 3 other employes and 1 passenger injured.

At highway crossings—1 not trespassing killed.

Other causes—Trainmen, 39 injured; other employes, 1 killed, 11 injured; switchmen, flagmen, and trainmen, 5 injured; passengers, 4 injured; trespassing, 11 killed, 14 injured; not trespassing, 5 injured.

Summary—Employes killed, 3; injured, 120; passengers injured, 9; others killed, 12; injured, 19. Total killed, 15; injured, 148.

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## EAST TRENTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $59,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $59,000 00 |

The road extends from a point on the Trenton branch of the Delaware and Bound Brook Railroad, near Trenton, to a point in Middle township, Mercer county, a distance of 3.03 miles.

It is leased to the Philadelphia and Reading Railway Company.

It is equipped and operated by the Philadelphia and Reading Railway Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia county, *ss.*—John S. Wise, being duly sworn, on his oath says, that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this sixth day of February, A. D. 1903.

C. K. KLINK,
*Notary Public.*

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RECEIPTS AND EXPENSES FOR 1902.

Included in the operations and report of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1092, and how paid—None.

P. O. address of this company—Trenton, New Jersey; Treasurer's office, 240 South 3d street, Philadelphia, Pa.

ACCIDENTS.

January 14th.—John J. McGreagon, employe, non-fatally injured; fell from train at Trenton, N. J. H. M. Saltmer, conductor; J. Hutchinson, engineman.

May 6th.—William M. McCabe, employe, non-fatally injured; fell from train at Trenton, N. J. T. J. Callahan, conductor; Henry Weaver, engineman.

May 22d.—Edward Sternby, non-employe, fatally injured; struck by train at Trenton, N. J. George Kuhn, conductor; J. Callahan, engineman.

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## ELIZABETH EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $27,365 70 |

The road extends from Great Island Junction to Terminus, a distance of eighty-nine hundredths (0.89) of a mile.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*



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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1092, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## ERIE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Erie Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $176,271,300 00 |
| Bonded debt, | 175,181,696 88 |
| Floating debt, | 6,505,466 45 |
| Cost of road and equipments, | $340,059,668 59 |

Dividends paid during the year 1902, and how paid—$1,436,772 dividends on first preferred stock.

The road extends in New Jersey from Jersey City, N. J., to Greenwood Lake, New Jersey State line, near Suffern and Sparkill, a distance of 136.11 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $980,540 06 |
| Income from freight, | 1,313,082 98 |
| Income from other sources, | 131,223 32 |
| Total, | $2,424,846 36 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $1,546,271 10

REMARKS.

This report includes the earnings and expenses of the Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and

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Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad of New Jersey.

P. O. address of the above company—21 Cortlandt street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said railroad during the yer 1902 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

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## FERRO MONTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $50,309 27 |

Dividends paid during the year 1092, and how paid—None.

The road extends from Byram Mines to Kenvil or Vanatta, a distance of 2.52 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources, | $380 00 |
| Total, | $380 00 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

P. O. address of the above company—Dover, N. J.

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1902 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me this 21st day of March, A. D. 1903.

ALFRED ELMER MILLS,
*Master in Chancery of New Jersey...*

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says, that he is General Manager of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

FRED. A. CANFIELD.

Sworn and subscribed before me this twentieth day of March, A. D. 1903.

D. R. HUMMER,
*Notary Public of N. J.*

ACCIDENTS.

None.

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## FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1902:

Capital stock paid in,..... $650,000 00

Cost of road and equipments—The property formerly the Freehold and New York Railroad was bought for $80,000.00. The cost of the other roads enumerated below was as stated in their reports heretofore rendered.

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company and the New York and Atlantic Highlands Railroad Company.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Freehold and Atlantic Highlands Railroad Company,

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and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN.
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $295,600 00 |
| Bonded debt, | 498,600 00 |
| Floating debt, | 11,523 67 |
| Cost of road and equipments, | $807,726 31 |

The road extends from Freehold, N. J. to Sea Girt, N. J., a distance of 27.54 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Freehold and Jamesburg Agricultural Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL REA.

Swon and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C. State of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $113,811 91 |
| Income from freight, | 60,157 68 |
| Income from other sources, | 10,293 96 |
| Total, | $184,263 55 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $150,187 14 |

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

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## GREENVILLE AND HUDSON RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Greenville and Hudson Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $400,000 00 |
| Bonded debt, | 350,000 00 |
| Floating debt, | 436,722 39 |
| Cost of road and equipments, | $1,186,722 39 |

The road extends from a point on the Lehigh Valley Terminal Railway near Brown Place, Greenville, N. J., to a point on the Lehigh Valley Terminal Railway east of Johnson avenue, Jersey City, N. J., a distance of 2.62 miles; 1.88 miles operated by Easton and Amboy Railroad.

It is leased to the Lehigh Valley Terminal Railway Company at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds, and the yearly sum of twenty-four thousand ($24,000.00) dollars, equivalent to six per cent. dividend on the capital stock of this company.

It is operated by the Easton and Amboy Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Greenville and Hudson Railway Company, and that the foregoing

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statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

RECEIPTS AND EXPENSES FOR 1902.

Included in report of the Easton and Amboy Railroad Company.

P. O. address of this company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

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## HACKENSACK AND LODI RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hackensack and Lodi Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $25,000 00 |
| Cost of road and equipments, | $25,000 00 |

The road extends from Lodi Junction, N. J., to Hackensack Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Hackensack and Lodi Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

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## HIBERNIA MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $200,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $188,941 17 |

The road extends from Hibernia, N. J., to D., L. and W. and Central Railroad of New Jersey Junction, Rockaway, N. J., a distance of five and one-half miles, and about one mile of sidings.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. per annum on the capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New Jersey, Morris county, *ss.*—Frederick H. Beach, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FREDERICK H. BEACH.

Sworn and subscribed before me this twentieth day of March, A. D. 1903.

D. R. HUMMER,
*Notary Public of N. J.*

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**Dividends paid during the year 1902, and how paid—6 per cent. on capital stock.**

P. O. address of this company—Fred. H. Beach, President, Dover, N. J.; J. W. Pullman, Treasurer, 238 South 3d street, Philadelphia, Pa.

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## HIBERNIA UNDERGROUND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Cost of Road and equipments, | $100,000 00 |

The road extends from Hibernia into Hibernia hill, a distance of 1.031 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from freight, | $7,353 48 |
| Total, | $7,353 48 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $5,202 66 |

State of New Jersey, Morris county, *ss.*—D. R. Hummer, being duly sworn, on his oath says, that he is Treasurer of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

D. R. HUMMER.



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Sworn and subscribed before me this 31st day of March, A. D. 1903.

FRED. H. BEACH,
*Notary Public of New Jersey.*

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## HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $238,000 00 |
| Floating debt, | 117,109 65 |
| Cost of road and equipments, | $342,670 15 |

Dividends paid during the year 1902, and how paid—None.

The road extends from 5th street, Hoboken, N. J., to 17th street, Weehawken, N. J., a distance of 1.305 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from freight, | $57,016 39 |
| Income from other sources, | 120 00 |
| Total, | $57,136 39 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $55,847 69 |

State of New Jersey, Hudson county, *ss.*—Palmer Campbell, being duly sworn, on his oath says, that he is Treasurer of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement and the annexed state-

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ment of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

PALMER CAMPBELL.

Sworn and subscribed before me this twenty-fifth day of March, A. D. 1903.

A. S. LEWIS,
*Master in Chancery of New Jersey.*

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## HOPATCONG RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $10,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $17,485 25 |

The road extends from junction with Morris and Essex Railroad near Hopatcong station, a distance of 0.89 miles, to near powder works.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by the latter company.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*

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Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

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## HUDSON AND COMMUNIPAW RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock authorized by certificate, | $50,000 00 |
| Capital stock paid in, | 2,000 00 |
| Floating debt, | 56 06 |

The road as located will be one mile in length in Jersey City, no part of which is yet constructed.

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

Proceedings to condemn a part of the right of way were commenced, which have been certioraried to the Supreme Court and without determination as yet.

P. O. address of the above company—Jersey City, N. J., or 143 Liberty street, New York City.

State of New York, New York City and County, *ss.*—John L. Conover, being duly sworn, on his oath says, that he is Treasurer of the Hudson and Communipaw Railroad Company, and

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that the foregoing statement for the year 1902 is correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

Sworn and subscribed before me this 12th day of January, A. D. 1903.

WM. A. BARKALOW,
*Master in Chancery of New Jersey.*

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## JERSEY CITY AND BAYONNE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $13,500 00 |
| Floating debt, | 1,195 52 |
| Cost of road and equipments, | $14,695 52 |

The road as projected is to extend from Jersey City to Bayonne, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Total—None.

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—W. H. Newman, being duly sworn, on his oath says, that he is President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

W. H. NEWMAN.

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Sworn and subscribed before me this 14th day of February, A. D. 1903.

J. P. McMahon,
*Notary Public in and for Queens County, N. Y.*

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## JERSEY CITY BELT LINE RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $12,000 00 |
| Floating debt, | 41,401 76 |
| Cost of road and equipments, | $53,401 76 |

Dividends paid during the year 1902, and how paid—None.

The road extends from a point in Morris canal east of Mill creek, Jersey City, N. J., to a point in Morris canal near Newark bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 19th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

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## LAFAYETTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $61,800 00 |
| Bonded debt—None. | |
| Floating debt, | 65 15 |
| Cost of road and equipments, | $61,865 15 |

The road extends from Lafayette to Griffing Iron Works, a distance of .55 of a mile.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in report of the Central Railroad Company of New Jersey, if any.

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## LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company, also operating the South Easton and Phillipsburg Railroad Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,100,000 00 |
| Bonded debt, | 1,380,080 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $2,542,578 46 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $12,341 73 |
| Income from freight, | 263,517 13 |
| Income from other sources, | 7,449 82 |
| Total, | $283,308 68 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $166,163 13 |

REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles, with trackage rights over the Pennsyl-

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vania Railroad tracks, Belvidere, N. J., to Phillipsburg, N. J., about fourteen miles. This report covers the proportion in New Jersey only, also the earnings and expenses of the South Easton and Phillipsburg Railroad are included in the amount of receipts and expenses.

| | |
|---|---|
| The capital stock of the South Easton and Phillipsburg Railroad is | $75,000 00 |
| Bonded debt—None. | |
| Floating debt, | 69,581 70 |
| Representing the cost of road, | $144,581 70 |

P. O. address of the above company—Warwick, Orange county, N. Y.

State of Pennsylvania, Philadelphia county, *ss.*—Lewis A. Reiley, being duly sworn, on his oath says, that he is President of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

LEWIS A. RILEY.

Sworn and subscribed before me this 28th day of February, A. D. 1903.

T. L. HODGE,
*Notary Public.*

ACCIDENTS.

February 13th.—Silas Crispin, engine watchman, Phillipsburg, N. J., broke rib and cut and bruised his head by falling into turntable pit.

March 1st.—George Callahan, brakeman, freight, side rod strap of engine, No. 11, breaking, piece of metal struck him, causing contusion over lumbar and glutial region, and temporary paralysis of right leg; occurred near Townsbury.

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July 26th.—James Burnett, trespasser, killed on Pequest bridge, at Pequest, N. J., by drill engine. Caught on bridge and run over.

August 18th.—W. E. Baily, Superintendent, right leg injured above ankle by side rod of engine breaking; occurred near Andover, N. J.

August 20th.—Martin Connor, freight brakeman, fingers of right hand badly bruised by being caught between car door and frame; Sparta Junction, N. J.

September 16th.— Frank Carr, fireman, drill engine, Franklin Junction, left elbow caught between car bumpers; elbow badly bruised.

October 21st.—Wheeler W. Ross, brakeman, Franklin Junction drill, left arm slightly bruised by being thrown from train, while drilling.

December 18th.—Frederick Owens, sectionman, ran pick in right foot while endeavoring to pry planks at Franklin Junction depot.



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## LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and New England Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $750,000 00 |
| Bonded debt, | 846,000 00 |
| Floating debt, | 88,000 00 |
| Cost of road and equipments, | $1,684,000 00 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Columbia, N. J., to Harrisburg Junction, N. J.; Swartswood Junction, to Liberty Corners, a distance of 23.90 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $3,855 38 |
| Income from freight, | 27,825 96 |
| Income from other sources, | 3,725 37 |
| Total, | $35,406 71 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $30,226 13 |

P. O. address of the above company—Pen Argyl, Pa.

State of Pennsylvania, Northampton county, *ss.*—F. S. Fowler, being duly sworn, on his oath says, that he is Treasurer of the

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Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

F. S. FOWLER.

Sworn and subscribed before me this twenty-fourth day of March, A. D. 1903.

S. BRUCE CHASE,
*Notary Public.*

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## LEHIGH VALLEY TERMINAL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Terminal Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $10,000,000 00 |
| Bonded debt (including $900,000.00 car trust), | 10,900,000 00 |
| Cost of road and equipments, | $12,906,778 44 |

The road extends from Jersey City, N. J., to South Plainfield, N. J., a distance of 22.81 miles.

It is leased to the Easton and Amboy Railroad Company at an annual rental of cost of maintenance of way, all expenses including taxes, interest on bonds and other expenses connected with the corporation.

It is operated by the Easton and Amboy Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Terminal Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this 18th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

RECEIPTS AND EXPENSES FOR 1902.

Included in report of the Easton and Amboy Railroad Company.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

NOTE—The mileage of the Lehigh Valley Terminal Railway has been corrected by re-measurement, resulting in a decrease over previous years of .01 of a mile.

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## LODI BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $60,000 00 |
| Cost of road and equipments | $60,000 00 |

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of .73 miles.

It is leased to the New York, Susquehanna and Western Railroad Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

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## LONG DOCK COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $800,000 00 |
| Bonded debt, | 7,500,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $1,177,272 87 |

The road extends from a point 210 feet north of the centre line of 17th street in Jersey City, to intersection with the Paterson and Rudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $480,000 and taxes, including, also, all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

ACCIDENTS.

January 13th.—Patrick J. Manning, switchman, arm fractured; fell from car.

January 21st.—Wm. H. Owen, foreman, contusion shoulder and side; tripped and fell between tracks.

February 10th.—Peter McQuade, foreman, killed; run over by train.

February 14th.—John Martin, switchman, skull fractured; died next day; fell from car.

March 5th.—Frank Chashinskie, laborer, back bruised; struck by engine.

March 12th.—M. Curren, trackman, killed; struck by train.

April 13th.—A. A. Crosson, porter, hip bruised; fell from moving train.

April 17th.—John Rube, killed; caught under derailed engine.

April 29th.—Charles Corey, conductor, rib fractured; thrown against stove in caboose.

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May 24th.—Roscoe Lindsley, leg cut off; run over by car; trespassing.

June 3d.—Patrick M. Quinn, watchman, killed; struck by train while walking in tunnel.

July 3d.—Daniel Fallon, switchman, thumb fractured; coupling cars.

July 8th.—Timothy Regan, fireman, contusion of side back and hand; struck by engine.

July 17th.—William Meehan, car cleaner, killed; struck by engine.

July 22d.—C. A. Folsom, switchman, leg fractured; fell from car.

July 25th.—John McNally, switchman, arm bruised; coupling cars.

August 13th.—Joseph Clements, car cleaner, clavicle fractured; caught between cars while switching.

August 14th.—Tony Miessa, laborer, fracture of foot; caught between cars.

September 3d.—Martin Quinlan, switchman, ankle sprained and bruised; fell from car.

September 5th.—Tony York, trackman, killed; struck by engine.

September 5th.—S. V. Middaugh, brakeman, contusion of back and hip; fell from car.

September 8th.—Samuel Doran, scalp wound; arm bruised; fell from train.

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September 29th.—James Wolfe, hostler, side and wrist sprained; fell between rails.

October 5th.—James Gill, killed; caught between cars while stealing a ride.

October 5th.—William Sullivan, killed; run over by cars; trespasser.

October 13th.—Sarah Rodan, car cleaner, legs and shoulder bruised; thrown down in car.

October 18th.—Frank Dunnery, fireman, face burned by escaping steam.

October 25th.—John Griffin, killed; struck by train while crossing track.

November 21st.—William Kelly, foot crushed; struck by train while walking on track.

November 24th.—John Cohalen, switchman, contusion of back; fell from car.

November 30th.—George Savage, car inspector, head cut and bruised; working under car.

December 6th.—John Lyons, track walker, killed; struck by train.

December 17th.—William Cummings, brakeman, ankle sprained; fell from car.

December 19th.—H. M. Freeland, engineer, ribs fractured; slipped and fell.

December 28th.—William Towner, switchman, arm bruised; coupling cars.

December 30th.—John Schultz, killed by train.

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## LUCASTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lucaston Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $16,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $16,000 00 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Gibbsboro to Lucaston, a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers (horse car), | $570 43 |
| Income from freight—None. | |
| Income from other sources—None. | |
| Total, | $570 43 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $1,783 87 |

REMARKS.

President of this company is deceased.

P. O. address of the above company—Gibbsboro, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—William H. Lucas, being duly sworn, on his oath says, that he is Vice-Presi-

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dent of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

WM. H. LUCAS.

Sworn and subscribed before me this sixteenth day of January, A. D. 1903.

JOHN J. CROUT,
*Notary Public.*

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## MACOPIN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $60,000 00 |
| Bonded debt, | 44,000 00 |
| Cost of road and equipments, | $104,000 00 |

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of one and one-half miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operation and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

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## MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $8,900 00 |
| Bonded debt—None. | |
| Floating debt—None. | |

Cost of road and equipments—No data; owned by Pennsylvania Railroad Co., under name of Barnegat Railroad.

Dividends paid during the year 1902, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $3,057 92 |
| Income from freight, | 2,514 83 |
| Income from other sources, | 1,950 59 |
| Total, | $7,543 34 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $6,953 79 |

P. O. address of the above company—1414 South Penn Square, Philadelphia.

State of Pennsylvania, Philadelphia county, *ss.*—W. H. Sayen, being duly sworn, on his oath says, that he is Acting President of

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the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

W. H. SAYEN.

Sworn and subscribed before me this ninth day of January, A. D. 1903.

JOSEPH MALLON,
*Notary Public.*

ACCIDENTS.

None.

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## MANUFACTURERS EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, theManufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $53,700 00 |
| Bonded debt—None. | |
| Floating debt, | 4,650 10 |
| Cost of road and equipments, | $58,350 10 |

The road extends from Albert street, Newark, to Mapes' Works, a distance of 1.23 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Manufacturers Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and xepenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.



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## MIDDLE BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $4,000 00 |
| Bonded debt—None. | |
| Floating debt, | 13,761 60 |
| Cost of road and equipments, | $17,761 60 |

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## MIDDLESEX RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middlesex Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $2,000 00 |
| Floating debt, | 2,253 57 |
| Cost of road and equipments, | $4,253 57 |

Dividends paid during the year 1902, and how paid—None.

The road extends from a point in side track of Easton and Amboy Railroad, about opposite center of Hartford street, Perth Amboy, N. J., to a point in the northern line of Washington street, Perth Amboy, N. J., a distance of .34 miles.

### REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the

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year 1902 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 19th, day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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## MIDDLE VALLEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $9,900 00 |
| Bonded debt—None. | |
| Floating debt, | 39 09 |
| Cost of road and equipments, | 9,939 09 |

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $95,750 00 |
| Bonded debt—None. | |
| Floating debt, | 138,834 33 |
| Cost of road and equipments, | $113,404 42 |

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.64 miles.

It is operated by the Pennsylvania Railroad Company under authority of resolutions adopted by each company. This arrangement is terminable on 30 days' notice. Rental, net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

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Sworn and subscribed before me this second day of February, A. D. 1903.

H. C. Ross,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $4,382 03 |
| Income from freight, | 1,590 94 |
| Income from other sources, | 853 89 |
| Total, | $6,826 86 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $19,020 06 |

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—26 Exchange Place, Jersey City, N. J.

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## MORRIS COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $300,000 00 |
| Bonded debt, | 300,000 00 |
| Floating debt, | 65,234 15 |
| Cost of road and equipments, | $665,234 15 |

The road extends from Morris County Railroad Junction to Charlotteburg, N. J., a distance of 18 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $497 52 |
| Income from freight, | 35,125 50 |
| Total, | $35,623 02 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $34,766 45 |

REMARKS.

The receipts of the Hibernia Branch Railroad are included in the receipts of the Morris County Railroad Company, and the latter pays the expenses of the former.

P. O. address of the above company—Wharton, N. J.

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State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says, that he is Vice-President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

Sworn and subscribed before me this thirtieth day of March, A. D. 1903.

WILLIAM F. SMITH,
*Notary Public of New Jersey.*

ACCIDENTS.

None.

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## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $15,000,000 00 |
| Bonded debt | 28,077,000 00 |
| Cost of road and equipments | $41,545,491 65 |

The road extends from Hoboken to Phillipsburg, with Boonton branch additional, a distance of 119.68 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public New York County.*

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,539,491 50 |
| Income from freight, | 4,017,487 04 |
| Income from other sources, | 558,298 88 |
| Total, | $7,115,277 42 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $4,608,632 51

Dividends paid during the year 1902, and how paid—$1,050,000 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

January 1st.—Jacob Ogden, and Charles Ogden, killed while crossing tracks; driving horse and light wagon.

January 1st.—William Keenan, non-employe, killed; supposed to have fallen from train.

January 6th.—John Sullivan, employe, slipped on dock which was icy; shoulder dislocated.

January 7th.—Fred Henshaw, fireman, killed; side rod of engine broke.

January 8th.—John Doningan, non-employe, bruised about the head and back and arm; walking alongside of track and was struck by engine.

January 8th.— John Pierce, conductor, jumped from car into ditch and sprained ankle.

January 9th.—Charles Collins, non-employe, struck by train, sustaining a fracture of right limb.

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January 10th.—Ralph Simpson, carpenter, fell from ladder; general contusion of back.

January 13th.—Unknown man, struck by train and killed at Sanford's Crossing.

January 13th.—Daniel Hartman, brakeman, fractured right leg while jumping from engine.

January 13th.—William F. Snyder, brakeman, contusion of right hip; fell from side ladder on car.

January 14th.—Perley A. Proctor, roundhouseman, severe contusion of shoulder; inspecting coupling of engine in passenger car.

January 15th.—Joseph Conlan, conductor, toes severely bruised; car passed over same.

January 15th.—John Wortendyke, passenger, side bruised slightly; collision of trains in the yard.

January 21st.—W. J. Cole, fireman, scalp wound; fell from engine.

January 23d.—Unknown man, non-employe, struck by train and killed, South Orange.

January 25th.—Jacob Wallis, non-employe, struck by train and instantly killed while picking up coal.

January 27th.—William G. Young, brakeman, scalp wound, contusion of thigh; fell from car while applying brakes.

January 28th.—George Vanderhoff, freight laborer, wrist sprained and fingers on right hand out of joint; bale of hops fell on hand.

January 29th.—Fred Andrews, brakeman, right leg broken; standing on side step of engine and struck switch target.

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January 30th.—George Cole, carpenter, wrist severely cut while operating jointer in saw mill.

January 31st.—Mrs. Charles Lippincott, passenger, fell while boarding train; general contusions and shock.

January 31st.—Thomas Sullivan, drillman, right side severely contused; fell from side of car on account of breaking of rung of ladder.

January 31st.—J. S. Johnson, fireman, back sprained while pulling ash-pan.

February 1st.—Henry J. Metz, engineman, left hand cut and neck and shoulders bruised; caught between engine and pocket of coal shute.

February 1st.—Laura Coursen, passenger, wrist broken; fell after alighting from train.

February 2d.—Lena. Varisok, passenger, fell alighting from train; general shock.

February 3d.—Unknown man, struck by train and killed.

February 4th.—Thomas Kelly, passenger, fell alighting from train; sustained scalp wound.

February 6th.—Joseph Zarra, passenger, general shock; injured in collision.

February 6th.—Frank Capess, general shock; injured in collision.

February 6th.—Neal McQuillan, engineman, leg fractured in collision.

February 6th.—Mrs. Nellie Rickard, general contusions and sprain of back.

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February 6th.— Annie Parsons, passenger, painful injury to nose.

February 6th.—Philip Ross, bruise over left eye, slight cut on bridge of nose.

February 6th.—Frederick Miller, sprain of knee.

February 6th.—James Ryan, bruises on chest and neck.

February 6th.—Sebata De Amata, sprain of knees and shoulder.

February 6th.—W. M. Gardner, sprain of both ankles.

February 6th.—Genaro Brigliatto, contusions of chest and internal injury.

February 7th.—Frank Zinaski, track laborer, struck by engine and killed at Passaic.

February 8th.—Mrs. Rosa Ross, struck by train and sustained contusion over right eye.

February 8th.—James Leahy, drillman, scalp wound; struck by train.

February 11th.—James Driscoll, night gateman, one rib fractured; fell off bridge.

February 13th.—Charles Williams, brakeman, left knee wrenched; fell while crossing bridge.

February 17th.—C. B. Boughton, non-employe, contusion of hip; struck by train while crossing track.

February 17th.—Bernard McGarry, gateman, cut about head and legs; hip dislocated; car jumped track and collided with support of signal tower, wrecking the tower.

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February 18th.—Martin Annello, section laborer, killed; struck by train during snow storm.

February 25th.—John B. Bullman, brakeman, instep bruised and small toe broken; a box of copper sheets fell upon his foot.

February 28th.—William Burg, shopman, left hand lacerated; on account of drill slipping while working in shop.

March 1st.—Elizabeth K. Harrison, killed; struck by train while crossing track.

March 5th.—John O'Brien, section laborer, dislocation of right shoulder; struck by caboose while cleaning switch.

March 7th.—Thomas H. Healey, bridge worker, eye burned while handling hot rivet.

March 10th.—Max Herman, shopman, extensive laceration of second and third finger left hand; heavy wheel fell against hand.

March 11th.—Fred Gunther, machinist, bone in left hand broken; caught in machinery.

March 12th.—William Dixon, non-employe, fracture of left arm; tried to board freight train.

March 15th.—Joseph McClay, bridge builder, fracture of tenth and eleventh ribs; fell from bridge while carrying timber.

March 16th.—Mrs. Hattie Rinehardt, passenger, leg broken; fell alighting from train.

March 17th.—Brogna Gaitano, laborer, back sprained; fell while carrying timber.

March 18th.—Michael Cusic, car cleaner, contusion of leg; while moving wheels one fell against his leg.



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March 22d.—August Copeman, carpenter, penetrating wound of foot; jumping from car and landed on upturned nail.

March 30th.—George Bolzar, trespasser, killed; supposed to have jumped on moving train.

March 30th.—Harvey C. Beach, passenger, general contusions and shock; fell while alighting from passenger train.

March 31st.—William Barr, wireman, scalp wound and laceration of left foot; lost balance and fell from hand car.

March 31st.— William McHarg, trespasser, foot cut off; tried to board moving freight train.

April 2d.—Charles Peterson, carpenter, chest contused and head and lip lacerated; engine backed car against one he was working under.

April 3d.—John Anderson, carpenter, contusion of toes of left foot; pair of wheels being rolled down track and passed over foot.

April 4th.—Cyrus Weber, trespasser, contusions of head, back and thigh; tried to board moving freight train.

April 4th.—P. Gibson, trespasser, foot cut off; tried to board moving freight train.

April 5th.—Joseph Shultz, car repairer, contusion of right eye; caught between bumpers of car.

April 5th.—James V. Bullman, foot bruised while handling freight.

April 7th.—Harry Kitchen, right leg broken; train parted and came together again.

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April 12th.—John Smith, brakeman, sprain of left heel; stepping from one car to another, when coupling broke and fell between.

April 18th.—Leonard Carpenter, engineer, scalp wound, concussion of brain; struck side of bridge.

April 18th.—Tony Nazzaro, laborer, rib broken fell while moving pair of wheels.

April 21st.—John Rheinhardt, laborer, lacerated wound of index finger, right hand; while handling ice for passenger coaches.

April 22d.—Frank Lucchani, car repairer, fracture infra orbital plate and complete destruction of left eye; was hammering bolt in side of car when the bolt flew backwards and struck eye.

April 22d.—Timothy McCarthy, engineer, fell from engine; sustained severe bruise of back.

April 22d.—Noble J. Bradley, passenger, contusion of arm; stone thrown through car window.

April 25th.—Joseph Kanouse, tinsmith's helper, left leg bruised; fell from engine.

April 28th.—George Trimmer, engineman, killed; boiler of engine 914 exploded and derailed train.

April 28th.—Joseph Maberry, firemen, killed; same as above.

April 28th.—W. T. Angle, passenger, severe contusion of leg; same as above.

April 28th.—T. C. Gary, passenger, general shock; same as above.

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April 28th.—Elizabeth Sweeney, passenger, injury to base of spine and nervous shock; same as above.

April 28th.—Fred. Mayberry, passenger, nervous shock; same as above.

April 28th.—Miss Mary Grady, passenger, nervous shock; same as above.

April 28th.—John Day, passenger, sprain of left knee; same as above.

April 29th.—Robert E. Burns, carpenter, ligaments of right side sprained; fell over a work-bench.

May 3d.—Unknown man, trespasser, killed; struck by engine while walking track.

May 5th.—James McLane, brakeman, sever bruise of elbow, left arm; caught between bumpers.

May 8th.—Miss Rose Weil, concussion of brain; gateman lowered gate upon her head while crossing street.

May 9th.—Unknown man, trespasser, side bruised; struck by train while walking track.

May 10th.—John Gray, drillman, left hand bruised while coupling cars.

May 15th.—Joseph Kyle, drillmaster, elbow and forearm bruised while coupling cars.

May 14th.—James Cannon, drillman, right hand badly bruised while coupling.

May 15th.—Edward O'Brien, carpenter, left foot badly bruised; plank fell on it.

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May 16th.—Peter Thompson, painter; sprain of back and left shoulder; was struck by train while painting bridge.

May 21st.—Margaret M. Moss, passenger, severe bruise and strain of left hip; fell leaving train.

May 21st.—Joseph Caprio, boy, trespasser, compound fracture of skull; struck by train.

June 2d.—Larry J. Daley, trespasser, right arm bruised, scalp wound; laying on track asleep and struck by train.

June 3d.—Warren Van Orden, brakeman, bad sprain of back; fell from car on account of ladder rung pulling out.

June 7th.—Frank Cahill, non-employe, left arm broken, right leg broken, head injured; passed under gates and struck by train.

June 11th.—Mrs. Lizzie Mitchko, Miss Lizzie Mitchko, struck by train and killed while driving across track at Boonton.

June 9th.—Emil Oeffinger, both legs broken; riding on wagon, which was struck at crossing.

June 9th.—C. Hasel, bruises; same as above.

June 9th.—K. F. Perkins, bruises; same as above.

June 9th.—John Rinehart, bruises; same as above.

June 13th.—H. R. Whitman, general shock; train struck hard while cars being coupled.

June 13th.—G. W. Bagley, umbilical hernia; same as above.

June 13th.—Joseph Jacobs, passenger, contusion and abrasion of nose; same as above.

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June 19th.—E. Carhart, engine cleaner, contusion of left knee; was prying ash-can with crow-bar, when crow-bar flew back forcibly.

June 20th.—Warren Landon, car inspector, toe badly bruised; large chain fell upon it.

June 26th.—Patrick Fabrio, laborer, contusion of left foot; rail fell.

June 28th.—Fred. Maston, carpenter, foot cut across instep; allowed adz to slip.

June 30th.—Christine Brown, passenger, general shock, sprain of arms and shoulders; train struck too hard while coupling.

July 6th.—Frank Leponopich, car cleaner, contusions and abrasions, sprain of left wrist; fell from moving train.

July 8th.—Thomes Hynes, drillman, third finger of left hand crushed; freight shifted on car.

July 12th.—Albert Stevens, car repairer, severe laceration middle finger right hand; while repairing brake.

July 15th.—Henry Cornish, car repairer, lacerated wound of the left brow, left hip joint fracture; fell from car roof.

July 19th.—James Riley, trespasser killed; had been walking track.

July 22d.—William A. Baker, freight laborer, arm and hand burned while handling jug of acid.

July 28th.—William A. Morgan, freight handler, amputation of great and second toe left foot; handling iron when piece fell.

July 28th.—Lawrence Kelley, carpenter, foot badly bruised; stick of timber fell.

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July 31st.—Warren Van Orden, brakeman, right shoulder dislocated; car wheel broke derailing car and throwing him from same.

August 1st.—James Clarken, drillman, sustained internal injuries and sprain of muscles the upper part of spine and chest; standing on top of box car which was started suddenly.

August 2d.—Joseph Smith, laborer, right foot bruised; plank fell across instep.

August 4th.—Poifetto Baly, section laborer, killed; employed in night section gang and was struck in tunnel.

August 4th.—Stephen Rinko, sectionman, both shoulders bruised, lacerations of back of head and both temples; struck in tunnel.

August 10th.—John Armstrong, brakeman, killed; wash-out caused engine to leave track and turned over.

August 10th.—Mrs. John Murray and infant son, mother has slight abrasion, right side of face, and contusion of hips; infant sustained contusion on lower part of back; train derailed on account of wash-out.

August 10th.—Mrs. George Cannon, sixth rib fractured; nervous shock; caused as above.

August 11th.—August Haase, carpenter, lacerated wounds of left hand; caught in circular saw at shops.

August 17th.—Charles Edgerton, fireman, killed; standing on hood of engine and struck by overhead bridge.

August 19th.—Michael Rivico, shopman, amputation of third finger left hand; hurt while handling timber.

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August 22d.—Edward Dyer, brakeman, left ankle sprained; derailment of car.

August 22d.—John Peterson, carpenter, lacerated wound of finger right hand; caught between two pieces of timber.

August 22d.—James Kane, lacerated wound of left hand; caught between two pieces of timber.

August 26th.—Mike Ross, finger broken while unloading lumber.

September 5th.—John Conors, fireman, fracture of skull; fell from engine in yard.

September 6th.—Anton Matheison, ship carpenter, killed; explosion of gas in pontoon.

September 6th.—Nels Munson, carpenter, burned and bruised about head and shoulders; same as above.

September 6th.—Andrew Cassazza, bridgeman, right knee sprained; same as above.

September 8th.—Charles Skinner, brakeman, right hip bruised; fell boarding moving train.

September 12th.—E. T. Salisbury, brakeman, bruised about left leg and abdomen; thrown from car while riding same.

September 9th.—Harvey C. Garside, fireman, back sprained; fell from engine.

September 17th.—Samuel Bruno, car repairer, ankle sprained; lifting brake beam and allowed it to fall.

September 19th.—Anton Bushinick, freight laborer, ankle sprained; while handling freight.

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September 27th.—D. McGowna, telegraph operator, right ear cut; jumped from moving train.

September 28th.—Ralph Arbogast, passenger, claims two fingers crushed by door closing suddenly.

October 6th.—Michael McMahon, drillman, left side bruised; fell from box car.

October 7th.—Genaro Gerafa, track laborer, killed; struck by train while on hand car.

October 6th.—James Verde, trackman, one rib broken, struck by train while riding on hand car.

October 6th.—John Guzzoff, shop laborer, foot bruised; car wheel ran over same.

October 17th.—Joseph Kennedy, trespasser, injured about face and head; passed under gates and endeavored to cross track.

October 20th.—Gregares Fere, trespasser, scalp wound and laceration of body; struck by train while crossing bridge.

October 20th.—Miss McKinley, passenger, fingers badly crushed through closing of car door.

October 20th.—Unknown man killed, supposed to have been walking track.

October 24th.—Mrs. John Weiss, trespasser, leg broken; struck by engine while picking coal.

October 24th.—John Pierson, carpenter, fell from water tank; dislocated shoulder.

October 24th.—Mrs. Mary Smith, passenger, nervous shock; fell alighting from passenger train.

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October 28th.—Charles F. Emmons, bruise over right eye and on right shoulder; struck overhead bridge; employed as fireman.

October 30th.—Arthur Becker, trespasser, left foot crushed; tried to board moving freight train.

October 31st.—Ada W. Reuck, passenger, hand badly bruised; on account of door closing on passenger car.

October 31st.—Clarence Stanabach, carpenter, lacerated wound of first, index and third fingers of right hand; caught in joining machine in shops.

October 31st.—William Snyder, brakeman, back sprained; lifting broken end of car.

November 2d.—Stephen Gordello, car inspector, back sprained and contused; other cars struck he was working under.

November 3d.—Mrs. J. H. Nozizlia, passenger, slightly scalded by escaping steam at rear of train.

November 4th.—Samuel Singleton, slight scalp wound and contusion over left eye; fell alighting from moving train.

November 9th.—George Dunlap, engineer, one finger broken; caught under brake lever of tender.

November 11th.—William Ode, passenger, right hand considerably bruised; fell from train before it stopped.

November 12th.—Unknown man, killed; thought he had been walking track.

November 13th.—James Valentine, fireman, sprained ankle; defective flooring in cab of engine.

November 17th.—Genara Sandono, outsider, hurt about the back and scalp wound; walking on track.

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November 19th.—Henry Schroeder, car cleaner, sprain of right ankle; slipped from ladder.

November 29th.—Nick Harris, trespasser, several scalp wounds; walking on track, struck by train.

November 26th.—Adolph Roenke, machinist, finger amputated while cleaning electric-light apparatus.

November 29th.—Unknown man, killed, while walking through tunnel.

November 29th.—Angelo Dewo, trespasser, killed; struck by train.

December 1st.—William Carter, conductor, killed; struck by train.

December 1st.—Robert Milligan, lamplighter, two ribs broken; fell from ladder.

December 4th.—James Mulvaney, non-employe, bruised about the head and body; struck by train while driving across track.

December 4th.—Frank Gasola, laborer, both ankles badly bruised; lumber fell from sling while being hoisted.

December 5th.—Louis Saulterala, track laborer, right arm off at shoulder; fell in front of moving engine.

December 5th.—Joseph Salvado, freight laborer, left leg sprained; fell from ladder.

December 6th.—Samuel Hann, section man, killed; struck by train during night.

December 6th.—Frank Lansing, non-employe, cut about head and hands; tried to board train as it pulled out of station; man intoxicated.

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December 7th.—W. J. Quinn, gateman, collar bone fractured; died three days after; fell on crossing.

December 8th.—Nicholas Tinberger, carpenter, finger broken; caught in joining machine at shops.

December 8th.—William Warne, car cleaner, foot bruised; fell from ladder.

December 9th.—Mrs. Elizabeth Sanders, left arm and side bruised; struck by train while crossing track.

December 11th.—Feriz Catillo, trespasser, contusions of left foot, scalp wound; walking on track and struck by train.

December 11th.—Tony Palm, track laborer, ankle broken; was carying stones with other men when he fell, stone came on him.

December 12th.—John J. Fallon, assistant foreman, severe bruises and strain about head, shoulders, hips and right leg; fell in coal pocket.

December 12th.—Michael Powers, freight laborer, contused lacerated wound of first, second and third toes, right foot; handling freight.

December 13th.—Benjamin Raemer, trainman, contused about the head, breast and arm; assisting in clearing up wreck, car fell over.

December 14th.—Frank Monsi, laborer, one finger broken; left hand; caught in cog wheel on coal car.

December 17th.—Rocco Petre, laborer, fracture of spine; oil cake weighing about 350 pounds fell upon him.

December 18th.—Ira Sposito, laborer, right foot bruised while unloading wheels.

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December 19th.—T. J. Walsh, brakeman, scalp wound, sprain of right knee; struck wharf signal and fell from moving train.

December 22d.—George Hibbard, non-employe, left side and face bruised; walking close to engine on station platform.

December 23d.—Andrew LeFever, non-employe, scalp wound; walking track.

December 23d.—Andrew Bedner, passenger, fell after alighting from train; two toes cut off.

December 24th.—Hall Bridges, trespasser, several scalp wounds; struck by train while picking up coal.

December 24th.—F. H. Parker, fireman, index finger broken, left hand; lump of coal fell from tank.

December 25th.—Sidney B. Frost, trespasser, killed, passed under gates and struck by east-bound train.

December 25th.—Charles A. Haggerty, gateman, leg broken; fell on crossing and struck by train.

December 26th.—Unknown man, trespasser, killed; struck by west-bound train.

December 26th.—Mrs. Alex. Hirsh, passenger, severe sprain of hip and ankle; fell alighting from train.

December 27th.—Charles Graff, trespasser, killed; found in ditch, supposed to have been struck by train during night.

December 27th.—George Heinel, non-employe, knee cap fractured; fell on depot platform.

December 28th.—Aaron Donnheim, severe shock; thrown against machinery in car, another car drilled against one he was in.

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December 28th.—Michael Kehoe, possible fracture of skull; same as above.

December 31st.—F. T. Dunlap, passenger, finger crushed; said to have been caused by closing of car door.

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## MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $221,000 00 |
| Floating debt, | 56,674 58 |
| Cost of road and equipments, | $277,674 58 |

The road extends from junction with Boonton branch of M. and E. R. R. into the city of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale being duly sworn, on his oath says, that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*

Dividends paid during the year 1902, and how paid—$8,840 directly to stockholders by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

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## MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $95,650 00 |
| Bonded debt, | 75,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $170,650 00 |

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.95 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company. The present annual rental is six per cent. on $45,050 of the capital stock, all taxes and $200 for maintenance of organization. Bonded debt, $75,000, assumed at maturity by lessee, and interest ceased.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Mount Holly, Lumberton and Medford Railroad



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Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,760 94 |
| Income from freight, | 1,616 77 |
| Income from other sources, | 557 23 |
| Total, | $4,934 94 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $12,294 14 |

Dividends paid during the year 1902, and how paid—Two of three per cent. each on $45,050 of stock, payable in cash.

P. O. address of this company—General office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## MOUNT HOPE MINERAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $160,000 00 |
| Bonded debt,—None. | |
| Floating debt, current accounts payable, | 1,444 63 |
| Cost of road and equipments, | $150,880 08 |

Dividends paid during the year 1902, and how paid—Six per cent., paid in cash.

The road extends from Wharton to Mount Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from freight, | $20,148 05 |
| Income from other sources, | 651 29 |
| Total, | $20,799 34 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $11,984 83 |

P. O. address of the above company—Catasauqua, Pa.

State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of tht Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1902 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me this 21st day of March, A. D. 1903.

A. N. ULRICH,
*Justice of the Peace.*

ACCIDENTS.

None.

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## NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $3,854,000 00 |
| Cost of road and equipments, | $3,960,699 28 |
| Dividends paid during the year 1902, and how paid—March 31st, 1902, two per cent., $77,080.00; September 30th, 1902, one per cent., $38,540.00, based on earning from July 1st, 1901, to June 30th, 1902, | $115,620 00 |

The road extends from Point of Rocks, Jersey City, N. J., to Constable Hook, Bayonne, N. J., a distance of 8.64 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $258 00 |
| Income from freight, | 182,243 07 |
| Income from other sources, | 2,275 70 |
| Total, | $184,776 77 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $63,147 44 |

REMARKS.

Mileage given above is single track mileage between terminals; the mileage previously reported included length of filed line as far as right of way was acquired.

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P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

ACCIDENTS.

December 29th.—National Docks Trestle, engines 59 and P. R. R. 446 collided, injuring conductor Oliver Hoffman.

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## NAVESINK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $701,900 00 |
| Bonded debt—None. | |
| Floating debt, | 143 14 |
| Cost of road and equipments, | $702,043 14 |

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept. Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## NEWARK BAY RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark Bay Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $10,000 00 |
| Floating debt | 3,178 83 |
| Cost of road and equipments | $13,178 83 |

Dividends paid during the year 1902, and how paid—None.

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of the Morris canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 19th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

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## NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $103,850 00 |
| Floating debt | 185,227 23 |
| Cost of road and equipments | $289,077 23 |

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale being duly sworn, on his oath says, that he is President of the Newark and Bloomfield Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*

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Dividends paid during the year 1902, and how paid—$6,231.00, directly to stockholders, by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

February 18th.—John Hodgkiss, trespasser, left arm cut off; struck by train while walking track.

March 1st.—Fred Howlitt, boy, trespasser, leg crushed; playing around turn-table and foot caught.

October 15th.—Mrs. Mary Parrit, fracture of two ribs and cuts and bruises on left side of face and head; passed under gates and struck by train.

December 31st.—Miss Rodgers, face and neck badly bruised; trap door in toilet room left open and she fell.

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## NEWARK AND HUDSON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $250,000 00 |
| Bonded debt, | 250,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $355,056 18 |

The road extends from Bergen Junction to Newark, N. J., à distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

ACCIDENTS.

July 23d.—Edward McGee, contusion of arm and body bruised; struck by train.

July 27th.—William H. Bly, head and left leg bruised; fell from moving train.

October 29th.—Henry Kane, brakeman, arm and leg bruised; fell from car.

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## NEW JERSEY JUNCTION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $100,000 00 |
| Bonded debt, | 1,700,000 00 |
| Floating debt—None. | |
| Cost of road and equipments | $1,800,000 00 |

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It it leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—W. H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. NEWMAN.

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Sworn and subscribed before me this 14th day of February, A. D. 1903.

J. P. McMAHON,
*Notary Public in and for Queens County, N. Y.*

RECEIPTS AND EXPENSES FOR 1902.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, New York county, *ss.*—John Carstensen, Fourth Vice-President of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1902, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this 14th day of February, 1903.

J. P. McMAHON,
*Notary Public in and for Queens County, N. Y.*

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## NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in—preferred, $1,590,600.00; common, $1,000,000.00, | $2,590,600 00 |
| Bonded debt (including that of the Long Branch and Sea Shore Railroad), | 1,790,600 00 |
| Cost of road and equipments (as purchased at foreclosure sale in 1879), | $752,000 00 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $348,214 73 |
| Income from freight, | 332,476 76 |
| Income from other sources, | 287,835 93 |
| Total, | $968,527 42 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $921,165 71 |

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies:

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| | Miles. |
|---|---|
| The Cumberland and Maurice River Railroad Company, | 21.20 |
| The Cumberland and Maurice River Extension Railroad Company | 1.23 |
| The Freehold and Atlantic Highlands Railroad Company | 24.47 |
| The Navesink Railroad Company, | 4.66 |
| The Toms River Railroad Company, | 7.57 |
| The Toms River and Barnegat Railroad Company | 14.71 |
| The Vineland Railroad Company, | 46.82 |
| The West End Railroad Company, | 1.55 |

And also of the steamboat route between New York and Atlantic Highlands.

P. O. address of the above company—No. 143 Liberty street, New York City.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

ACCIDENTS.

*Coupling or Uncoupling—Employes.*

February 12th.—Rufus Burdge, brakeman, thumb mashed at Lakewood. Engineer, J. Lippincott; conductor, John Kelly.

November 11th.—Thos. Jackson, brakeman, injured at Keansburg. Engineer, H. H. Tuthill; conductor, Albert Woolley.

*Loading or Unloading Material Along the Line—Employes.*

January 30th.—William Broons, section man, fingers mashed at Woodmansie.

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July 8th.—G. T. Burns, brakeman, back and face injured at Sea Girt. Engineer, M. Ferguson; conductor, Owen Veigh.

August 19th.—Frank Garwood, brakeman, wrist and ankle injured at Landisville. Engineer, W. Garan; conductor, Jos. Applegate.

August 21st.—Toney Gasbar, injured at Bridgeton Junction.

*Struck by Trains Locomotives or Cars—Employes.*

June 4th.—W. H. Dickerson, brakeman, killed at Winslow Junction. Engineer, Jos. Warwick; conductor, R. Burdge.

*On or About Trains, Locomotives or Cars—Employes.*

January 9th.—Mrs. Young, injured at Lakewood, N. J. Engineer, Wm. Mooney; conductor, Thos. Dawson.

March 25th.—Mrs. Chas. Tucker, injured at Lakewood, N. J. Engineer, P. F. Doyle; conductor, W. C. Brown.

April 4th.—T. C. Hilliard, brakeman, head and wrist injured near Red Bank. Engineer, —— ——; conductor, Jos. Applegate.

May 15th.—Mrs. O. M. Barrett, injured at Atlantic Highlands. Engineer, F. F. Brown; conductor, H. Tilton.

July 13th.—Jacob R. Layton, switchman, slightly bruised at Atlantic Highlands. Engineer, —— Davis; conductor, —— ——.

August 15th.—Jos. Smith, brakeman, foot injured at Keyport. Engineer, P. Gryson; conductor, J. H. Kilcomans.

September 7th.—Bernard Lubetkin, fingers mashed on train near Atlantic Highlands. Engineer, —— ——; conductor, Chas. Williams.

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October 13th.—Rufus B. Cranmer, brakeman, foot injured at Lakehurst. Engineer, Wm. Morton; conductor, E. F. Johnson.

*On or About Trains, Locomotives or Cars—Non-employes.*

April 20th.—Judgeson Garrabrant, two fingers mashed near Red Bank. Engineer, L. Clark; conductor, F. J. Duane.

August 19th.—Mrs. Rosa Marcus, arm and back injured on train near Atlantic Highlands. Engineer, Fred. Jackson; conductor, F. O. Webster.

*Falling From Trains, Locomotives or Cars—Employes.*

September 8th.—Phineas H. Perrins, brakeman, slightly injured at Mauricetown. Engineer, Mike Connors; conductor, J. H. Woolley.

*Aattempting to Board or Alight from Moving Trains, Locomotives or Cars—Employes.*

July 17th.—John W. Conover, brakeman, injured at Gallilee. Engineer, P. Gryson; conductor, J. H. Kilcomans.

August 25th.—C. S. Moore, brakeman, injured at Landisville. Engineer, W. Garan; conductor, Jos. Applegate.

September 12th.—Chas. J. Lord, brakeman, foot injured at Bridgeton. Engineer, Patrick Cusick; conductor, F. Garwood.

*Attempting to Board or Alight From Moving Trains, Locomotives or Cars—Non-employes.*

July 13th.—Chas. W. Held, passenger, killed at Atlantic Highlands Pier. Engineer, Frank Green; conductor, Jos. Kelly.

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August 19th.—Templeton Jackson, right foot cut off, at Red Bank. Engineer, Theodore Fox; conductor, Jos. McTague.

December 2d.—Mrs. Aiken, passenger, foot injured at Lakewood. Engineer, E. Egbert; conductor, Thos. Dawson.

December 24th.—Unknown woman, passenger, slightly injured at Lakewood. Engineer, —— ——; conductor, D. J. Johnson.

*Struck by Trains, Locomotives or Cars on Highway Crossings—Non-employes.*

April 25th.—R. C. Fox, arm and knee bruised at Atlantic Highlands.

September 4th.—Walter Goodwin and Maggie Goodwin, injured at Greenwich. Engineer, Jas. Errickson; conductor, John Oliver.

September 22d.—James H. Moore, killed at Mounts Crossing, near South Lakewood. Engineer, Jas. Errickson; conductor, John Oliver.

*Struck by Trains, Locomotives or Cars at Points Along the Line—Non-employes.*

July 12th.—H. Valentine, thigh broken at Lakewood, N. J. Engineer, Wm. Miles; conductor, —— ——.

*Struck by Trains, Locomotives or Cars at Stations—Non-employes.*

December 18th.—Samuel Tubman, trespasser, face, hand and side bruised at Mauricetown. Engineer, Chas. Rice; conductor, Lewis Peele.

*Other Causes—Employes.*

June 18th.—C. S. Pryce, baggageman, injured at Bridgeton. Engineer, C. Rice; conductor, L. Poole.

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## NEW ORANGE FOUR JUNCTION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Orange Four Junction Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Bonded debt, | $75,000 00 |
| Cost of road and equipments, | $48,501 86 |

The road extends from Roselle and Aldene to New Orange, a distance of 3.97 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,059 88 |
| Income from freight, | 1,858 94 |
| Income from other sources, | 387 90 |
| Total, | $4,306 72 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $10,241 89 |

P. O. address of the above company—New Orange, Union county, N. J.

State of New York, Chemung county, *ss.*—W. W. Cole, being duly sworn, on his oath says, that he is President of the New Orange Four Junction Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1902 are correct and true, to the best of his knowledge and belief.

W. W. COLE.

Sworn and subscribed before me this 23d day of March, A. D. 1903.

J. J. CURTIS,
*Notary Public.*

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## NEW YORK BAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York Bay Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $500,000 00 |
| Bonded debt, | 467,073 99 |
| Floating debt, | 2,916,653 41 |
| Cost of road and equipments, | $3,883,727 40 |

| The road extends from— | *Miles.* |
|---|---|
| 4037 feet east from Waverly Station, N. J., to crossing of the Central Railroad of New Jersey (Newark and Elizabethport Branch), | 3.68 |
| 4184 feet east from Waverly Station, N. J., to Passaic river, Newark, N. J., | 4.36 |
| Junction with Passaic Branch, 780 feet northeast from Manufacturers' Railroad, to Lister's Agricultural Chemical Works, Newark, N. J., | 0.67 |
| Junction with Passaic Branch, 65 feet southwest from Passaic river, to terminus, | 0.16 |
| 2800 feet west from Emmet Street Station to south side of Eighteenth avenue, Newark, N. J., | 2.05 |
| Total, | 10.92 |

There is no lease. During the year 1902 the Pennsylvania Railroad Company paid $38,682.96 for use of the road.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

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State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

Dividends paid during the year 1902, and how paid—One of four per cent., payable in cash.

P. O. address of this company—General office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## NEW YORK AND FORT LEE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company, lesse, on behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in | $1,000,000 00 |
| Cost of road and equipments, as shown by report of January 23d, 1871, | $269,601 72 |

The road extends from Jersey City to the division line between the States of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property, at Weehawen, for a distance of .24 mile is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization, not exceeding 1,000 per annum. The remaining portion of the constructed road is included in the reports of the West Shore Railroad Company.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—W. H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Junction Railroad Company, and that the foregoing

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statement is true and correct, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 14th day of February, A. D. 1903.

J. P. McMahon,
*Notary Public in and for Queens County, N. Y.*

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Total—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.
Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—John Carstensen, Fourth Vice-President, N. Y. C. and H. R. R. R. Co., Grand Central Station, New York.

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## NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Bonded debt, | 1,500,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $1,600,000 00 |

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company at an annual rental of $75,000 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth; includes the Arlington Railroad, Caldwell Railroad, Roseland Railway, and Watchung Railroad.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*For New Jersey in New York.*

ACCIDENTS.

*Greenwood Lake Railroad.*

January 8th.—John Cozzens, brakeman, body bruised; fell from car.

January 18th.—R. Hardy, brakeman, side bruised; caught between stake and car.

January 28th.—W. R. Lockwood, conductor, body bruised; fell against side of caboose.

January 29th.—Sabato Valenni trackman, head cut; struck by train.

March 18th.—Edward T. Cuffe, brakeman, killed; fell from car under train.

March 20th.—Robert Hardy, brakeman, foot sprained; jumping off train.

March 24th.—J. A. Palmatier, brakeman, arm bruised; coupling cars.

April 15th.—Louis Courter, back and side bruised; struck by engine.

May 22d.—Joseph Woods, right side and shoulder bruised; struck by train; trespasser.



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June 19th.—Harry Post, fireman, shoulder dislocated; fell from tank of engine.

June 24th.—Dominio McGorey, killed; struck by train while walking on track.

June 30th.—Frank Doharty, signalman, finger crushed; trunk slipped while loading baggage.

July 16th.—James J. Dickinson, brakeman, cut over eye; was struck while throwing switch.

July 28th.—Caino Scoco, killed; struck by train while walking on track.

August 1st.—William Carew, killed; struck by train while crossing track.

October 4th.—Irving Phillips, fireman, abrasion on arm; fell from car.

October 11th.—Frank J. Mills, conductor, killed; struck by train.

October 22d.—W. R. Lockwood, conductor, rib broken, body bruised; jumped between engine and car.

November 29th.—Charles F. Gerwig, killed; struck by train.

*Watchung Railroad.*

April 25th.—Eugene Ludlow, side bruised; struck by train.

May 28th.—Chas. N. Campbell, side and leg bruised; struck by train while walking on track.

July 26th.—Herman Frank, back injured, body bruised; fell from moving train.

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August 9th.—William J. Wright, back, arm and leg bruised; struck by train.

August 9th.—James Brennan, internally injured; struck by train.

August 9th.—Frank Fairchild, leg bruised; struck by train.

September 18th.—Joseph Sweitgart, back and legs bruised; struck by train.

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## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $2,000,000 00 |
| Bonded debt, | 1,745,000 00 |

The road extends from Perth Amboy to Bay Head Junction, a distance of 38.04 miles.

It is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company under agreement.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

The earnings and expenses are covered in the income accounts of the operating companies.

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P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

April 1st.—John C. Coburn, residence South River, N. J., while walking across Raritan river bridge, was struck by C. R. R. passenger train No. 337, and fatally injured. Geo. H. Allen, conductor; Jos. L. Truex, engineman.

May 24th.—Stewart Jones, residence Pittsburg, Pa., while stealing a ride in express car in P. R. R. freight train No. 502, was severely injured by striking girders of Morgan draw-bridge. S. J. Robertson, conductor; C. E. Cook, engineman.

June 15th.—Wm. Krismeyer and L. Sharkovitz, residence Long Branch, N. J., while in stage crossing tracks at Bath avenue, were struck and slightly injured by engine 577, of C. R. R. passenger train No. 370, running backward. Walter Durling, conductor; John Koehler, engineman.

June 23d.—Mrs. Hannah Scott (colored), residence Long Branch, N. J., while walking on track south of Pearl street, Elberon, was struck by C. R. R. train No. 340, and fatally injured. F. O. Webster, conductor; J. M. J. Gesbocker, engineman

June 29th.—A. Culien, residence unknown, while attempting to cross tracks at Long Branch passenger station, was struck and fatally injured by engine No. 1017, of P. R. R. passenger train No. 990. T. J. Thomas, conductor; B. F. Smith, engineman.

July 8th.—John Crow, residence Pomeroy, Ohio, while walking across Raritan river bridge, was struck by P. R. R. freight train No. 404, and fatally injured. (Accident reported by D. C. Chase, T. and S. A.—P. R. R. Co.)

July 15th.—Peter F. Tilton, residence Long Branch, N. J., employed as engineman of P. R. R. extra No. 1225, while cross-

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ing out immediately ahead of P. R. R. express train No. 288 (running on schedule time), north of Branchport, was caught in wreck and fatally injured. Jas. H. Moore, conductor train 288; M. K. Packer, engineman train 288. Jos. Scranton, conductor extra 1225.

July 17th.—Albert Miller, residence Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 502, while passing over top of train struck live electric light wire at West End avenue, Long Branch, was burned about neck, thrown down and severely injured. S. J. Robertson, conductor; C. E. Cook, engineman.

July 19th.—John Gibson, residence Bradley Beach, N. J., a brakeman, employed on local drill engine No. 268, while switching in Matawan yard, was caught between cars and fatally injured. J. Frank Wilson, conductor; John Johnson, engineman.

July 21st.—Lloyd Clarke, residence Point Pleasant, N. J., engineman of extra C. R. R. engine No. 603, was severely injured by running into rear end of P. R. R. freight train No. 439, north of Sea Girt yard. J. W. Van Houten, conductor extra 603; J. M. Hampton, conductor train 439.

August 11th.—Mrs. Julia Sullivan, residence South Amboy, N. J., a passenger from C. R. R. train No. 324, while crossing tracks from platform at South Amboy station, tripped and was slightly injured. E. Teel, conductor; O. Perrine, operator, South Amboy station.

August 14th.—Geo. W. C. Smith, residence Elizabethport, N. J., a brakeman on C. R. R. freight train No. 345, while coupling cars in Ocean Grove freight yard, caught hand in Janney coupler and was severely injured. John H. Lane, conductor, Geo. Burns, engineman.

August 15th.—Elsie Hurley, a child, residence North Spring Lake, N. J., while crossing tracks at St. Clair avenue, Como, was

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struck by P. R. R. freight train No. 438, and severely injured. T. H. Abbott, conductor; Geo. B. Baremore, engineman.

August 19th.—Richard D. Armond and Alice Bishop, passengers on P. R. R. train No. 282, were killed at Belmar station by C. R. R. extra 561, running into rear end of former train while stopping for passengers. J. S. Nolan, conductor, P. R. R. train No. 282. G. H. Van Note, Jr., conductor; James Lippincott, engineman, C. R. R. extra, engine 561.

September 23d.—Henry Hellriegel, residence Newark, N. J. extra conductor in charge of P. R. R. freight train No. 502, while on top of box-car struck overhead bridge north of Dorns Curve (between Middletown and Hazlet stations), and was fatally injured. J. R. England, flagman; John C. Lee, engineman.

October 14th.—John Finley Daskins, residence Asbury Park, N. J., while attempting to drive across tracks at Sixteenth avenue, Belmar, was struck by P. R. R. engine No. 603, of passenger train No. 284, and instantly killed. H. G. Allen, conductor; Thomas Lawler, engineman.

November 1st.—Eden Bennett, residence Avon, N. J., while alighting from P. R. R. passenger train No. 398 at Avon station, before train stopped, fell and was slightly injured. C. Hinchman, conductor; George Morris, engineman.

November 1st.—John Woodruff (colored), residence Matawan, N. J., while attempting to cross tracks between Woodbine Hotel and Matawan station, was struck and instantly killed by P. R. R. express train No. 281. Neither the engineman, fireman nor any of the trainmen had knowledge of this accident.

November 1st.—Layton Sheppard, residence South Amboy, N. J., an employe of the Raritan River Railroad, while attempting to board front end of C. R. R. engine No. 349, switching in South Amboy yard, fell and was slightly injured.

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December 5th.—Thomas Tobin, residence Fair Haven, N. J., a passenger on C. R. R. train No. 308, while passing from smoking car to coach, was blown off or fell from train and was instantly killed. There was no witness to this accident. L. W. Romies, conductor; J. A. Harrington, engineman.

December 31st.—John Kearns, residence Cliffwood, N. J., while walking across trestle north of Matawan station, was struck and instantly killed by engine No. 598 of C. R. R. express train No. 318. Thomas Flanagan, conductor; P. J. Doyle, engineman.

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## NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $26,000,000 00 |
| Bonded debt, | 12,753,000 00 |
| Floating debt, | 596,429 98 |
| Cost of road and equipments, | $42,051,440 39 |

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $394,225 63 |
| Income from freight, | 1,147,958 08 |
| Income from other sources, | 56,091 19 |
| Total, | $1,598,274 90 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $1,057,033 24 |

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of acci-

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dents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

ACCIDENTS.

January 14th.—John Naughton, brakeman, ankle sprained; fell from car.

February 4th.—Dennis Ketchel, hip bruised; struck by train while walking on track.

February 8th.—Edward Dunn, fireman, finger crushed; caught in door of firebox.

February 13th.—John Gefkin, face injured; struck by train while crossing track.

February 20th.—William Hopper, brakeman, right leg bruised; unloading freight.

February 22d.—Thomas Reardon, watchman, ankle sprained; assisting to unload freight.

March 11th.—John Tarbox, laborer, eye slightly injured; struck by engine.

April 27th.—David Flynn, engineer, legs cut off; fatally injured. Fell from engine and run over.

May 4th.—Thomas Hubbard, killed; playing with turntable; trespasser.

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May 11th.—John Doyle, car inspector, scalp wound; struck by engine.

May 16th.—F. Kithcart, fireman, finger cut off; struck by piece of coal.

May 16th.—C. J. Oldan, conductor, chest slightly injured; fell between cars.

June 5th.—Edward Stevens, ankle sprained; struck by engine.

June 30th.—E. Tideback, brakeman, ankle sprained; slipped when getting off engine.

July 17th.—John Martin, shoulder bruised; struck by train.

July 19th.—Fritzie Menzell, killed; struck by train.

July 29th.—George Tims, killed; jumped from coal train.

August 6th.—Sarah Williams, killed; struck by train.

August 24th.—James Trimmer, conductor, head bruised; struck on head while passing through tunnel.

September 2d.—January Fergo, laborer, collar bone broken; fell from train.

September 11th.—Peter Healey, brakeman, leg bruised; brake stick slipped and struck his knee.

September 22d.—Herbert Wayne, engineer, leg scalded; injector broke on engine.

October 31st.—John Shea, engineer, arm sprained; slipped when getting off engine.

November 11th.—Erigo Deyorio, killed; fell from train while stealing ride.

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November 15th.—John Stefinak, foreman, arm bruised; caught when coupling cars.

November 21st.—Louis Barber, trackman, head cut; struck by derrick car.

December 8th.—Robert Guy, brakeman, ankle sprained; fell from interlocking pipes.

December 9th.—P. R. VanRiper, scalp wounds; struck by train.

December 10th.—Chester Kithcart, baggagemaster, legs bruised; fell under pilot of engine.

December 19th.—William Kelso, fireman, killed; collision between train 35 and empty coal car.

December 19th.—William Mabey, fireman, killed; collision between train 35 and empty coal car.

December 19th.—M. Mabey, baggagemaster, ribs broken; collision between train 35 and empty coal car.

December 19th.—J. H. Stinnard, engineer, back sprained; collision between train 35 and empty coal car.

December 19th.—S. C. Paulison, conductor, body bruised; collision between train 35 and empty coal car.

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## NORTHERN RAILROAD OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,000,000 00 |
| Bonded debt, | 654,000 00 |
| Cost of road and equipments, | $1,654,000 00 |

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the Erie Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds*
*for New Jersey in New York.*

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

ACCIDENTS.

January 25th.—Mrs. Catherine Quigley, cut over eye; fell from moving train.

February 3d.—Charles Branginger, head cut; struck by train.

March 21st.—Michael Fossa, killed; struck by train; trespasser.

April 21st.—Frank Byrnes, brakeman, body bruised; repairing knuckle on car.

June 13th.—Peter Hall, killed; struck by train.

August 14th.—Julius Hofferman, face, arm and back bruised; struck by train.

August 30th.—Richard Duggan, killed; shot by some unknown person while riding on train.

October 30th.—James DeHart (colored), killed; struck by unknown train; trespasser.

November 5th.—Timothy Farley, head cut, back bruised; struck by train; trespasser.

November 15th.—Christian Friend, arm and head bruised; struck by train.

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December 4th.—Helen Mendover, arm cut off, foot bruised; rolled under train.

December 27th.—Rocco Robollotto, killed; struck by train.

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## THE OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $450,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $450,000 00 |

The road extends from Nolan's Point to Ogden Mine, a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me this 5th day of January, A. D. 1903.

W. T. STEEL,
*Notary Public.*

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## PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $111,050 00 |
| Floating debt, | 32,280 36 |
| Cost of road and equipments, | $143,330 36 |

The road extends from Summit Junction to Bernardsville, a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of its operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*



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Dividends paid during the year 1902, and how paid—$5,552.50 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

December 8th.—Charles Bartles, brakeman, back badly sprained, considerable shock; was coupling air hose when another trainman gave signal to proceed, and he was dragged about ten or fifteen feet.

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## THE PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $100,000 00 |

The road extends from junction with Passaic and Delaware Railroad at Bernardsville to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee of the Passaic and Delaware, under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*

Dividends paid during the year 1902, and how paid—$4,000 directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

May 27th.—Richard McKenzie, passenger, dislocation of internal semi-lunar cartilage in right knee; alighting from train, plank in platform broke.

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## PASSAIC AND NEW YORK RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Passaic and New York Railroad presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $70,000 00 |
| Bonded debt, | 70,000 00 |
| Cost of road and equipments, | $140,000 00 |

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad, at an annual rental of $4,200.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the New York, Susquehanna and Western Railroad, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—G. M. Cumming, being duly sworn, on his oath says, that he is Vice-President of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. M. CUMMING.

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Sworn and subscribed before me this 25th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

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## PASSAIC RIVER EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, ..... | $7,700 00 |
| Cost of organization and right of way, ..... | $7,700 00 |

Dividends paid during the year 1902, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. The right of way is being secured, but no construction has yet been done.

P. O. address of the above company—No. 143 Liberty street, New York City.

State of New York, New York County, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

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Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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## THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $630,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $630,000 00 |

The road extends from the city of Paterson to Marion in the county of Hudson, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $53,400, including land in Jersey City.

It is equipped and operated by the Erie Railroad Company, and the further information required by law should be furnished by that company.

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this 5th day of January, A. D. 1903.

WILLIAM NELSON,
*Master in Chancery, New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Dividends paid during the year 1902, and how paid—Eight per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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## PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad Company, presents the following report for the year ending December 31st, 1902:

The road extends from Paterson, N. J., to a point in Hudson County, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

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Dividends paid during the year 1902, and how paid—None.

P. O. Address of this company—Erie Railroad Company, No. 21 Cortlandt street, New York City.

ACCIDENTS.

January 3d.—John Sylsbury, switchman, arm fractured; coupling cars.

January 18th.—Mrs. De Wall, bruised; struck by car.

January 25th.—Harry Terwilliger, switchman, ankle fractured; fell from car.

February 20th.—Michael Roach, face and hand bruised; struck by train.

February 25th.—H. H. Neuhauser, brakeman, contusion of foot; stepping from engine to ground.

February 25th.—Patrick Hyer, car repairer, shoulder fractured and chest bruised; caught under moving car.

April 4th.—F. A. Page, switchman, foot crushed, switching cars.

April 15th.—O. L. Hopper, switchman, hand bruised; coupling cars.

April 26th—John Magee, killed; fell or jumped from train.

April 27th.—B. Halstead, brakeman, scalp wound, body bruised; fell from engine.

April 28th.—Peter Van Vyle, killed; struck by train; trespassing.

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April 29th.—Ernest Van Inwegan, fireman, contusion of knees; fell from engine.

May 1st.—Miss M. Becker, killed; struck by train while walking on track.

May 5th.—Mrs. Ann Coulter, killed; struck by train at crossing; gates down.

May 15th.—Domenico Ramaglietti, trackman, killed; struck by train while crossing tracks.

June 1st.—A. H. Terhune, head and arm cut; struck by train.

June 6th.—Thomas Brady, killed; struck by engine while crossing tracks.

June 24th.—Patrick Burke, right arm amputated; fell from train while stealing ride.

July 19th.—Angelone Barone, trackman, killed; struck by train while walking on track.

August 5th.—James Barton, ribs and arm fractured; struck by train.

September 1st.—Baptist Tecco, killed; struck by train.

September 15th.—Thomas Riley, killed; struck by train; trespasser.

October 1st.—Carlo Porta, killed; struck by engine.

October 13th.—Thomas O'Neil, flagman, killed; struck by train.

October 18th.—William La Merce, leg broken; getting off train in motion.

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October 21st.—James Maguire, conductor, scalp wound and body bruised; fell from train.

November 4th.—Peter Marinelli, killed; struck by train; trespasser.

November 6th.—Italian laborer, head bruised; jumped from train.

November 9th.—John Kennecke, arm cut off; struck by train.

November 22d.—H. E. Young, trainman, hip bruised; fell from car.

November 26th.—John Onderlick, hip fractured, foot bruised; struck by train.

December 6th.—Mrs. Margaret Sthrab, killed; struck by train.

December 4th.—Charles Gobel, killed, struck by train.

December 8th.—Mrs. Mary Bois, killed, struck by train.

December 10th.—W. L. Baxter, conductor, hip bruised; thrown down in car.

December 19th.—O. L. Hopper, switchman, hand bruised; coupling cars.

December 20th.—Bernard Kane, killed; struck by train.

December 22d.—George Dwyer, fireman, killed; headlight exploded while he was lighting it.

December 24th.—William Demsey, hand cut off; struck by train.

December 26th.—W. L. Shields, legs bruised; struck by train.

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December 26th.—Edward Martin, killed; struck by train while walking on track.

December 26th.—Henry Maholic, scalp wound; struck by train while walking on track.

December 26th.—Stencil Stanislawski, skull fractured, legs broken; struck by train while walking on track.

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## PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $342,150 00 |
| Bonded debt, | 160,000 00 |
| Cost of road and equipments, | $502,150 00 |

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

It is equipped and operated by the Union Transportation Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

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Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## PERTH AMBOY AND RARITAN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Raritan Railway Company, presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $12,000 00 |
| Floating debt, | 60,227 12 |
| Cost of road and equipments, | 72,227 12 |

Dividends paid during the year 1902, and how paid—None.

The road extends from a point on Easton and Amboy Railroad in Woodbridge township, N. J., to a point near Mill Brook, in Raritan township, N. J., a distance of 6.16 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Perth Amboy and Raritan Railway Company, and that the fore-

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going statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 19th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*for New Jersey in Pennsylvania.*

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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## PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $228,400 00 |
| Bonded debt, | 100,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $346,937 08 |

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement terminable on 30 days' notice. Rental, net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

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Sworn and subscribed before me this 2d day of February, A. D. 1903.

H. C. Ross,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $96,479 12 |
| Income from freight, | 94,839 59 |
| Income from other sources, | 10,326 23 |
| Total, | $201,644 94 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $138,447 88

Dividends paid during the year 1902, and how paid—December 26th, 1902, ten per cent. in cash, $22,840.00.

P. O. Address of this company—26 Exchange Place, Jersey City, N. J.

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## PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $200,000 00 |
| Bonded debt—None. | |
| Floating debt, | 148,995 62 |
| Cost of road and equipments, | $200,000 00 |

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.09 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $5,151 25 |
| Income from freight, | 1,863 66 |
| Income from other sources, | 1,590 91 |
| Total, | $8,605 82 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $18,777 03 |

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Beach Haven Railr Company presents the following report for the year ending cember 31st, 1902:

Capital stock paid in, .....
Bonded debt—None.
Floating debt, .....

Cost of road and equipments, .....

The road extends from Manahawkin, N N. J., a distance of 12.09 miles.

It is leased to the Pennsylvania Rai tal of excess of receipts over ex is equipped and operated by , and the further informa company, and is anne

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P. VEDDER.

day of March, 1901.
I. HAYS,
*ngs County, N. Y.*



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## PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Brigantine Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $300,000 00 |
| Bonded debt, | 50,000 00 |
| Floating debt, | 21,856 13 |
| Cost of road and equipments, | $303,123 51 |

The road extends from Brigantine, N. J., to Brigantine Junction, N. J., a distance of 13.90 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,677 97 |
| Income from freight, | 4,335 79 |
| Income from other sources—Mail, $613.73; express, $287.62; miscellaneous, $128.08, | 1,029 43 |
| Total, | $8,043 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $16,517 71 |

P. O. address of the above company—Box 253, Atlantic City, N. J.

State of New York, New York County, *ss.*—C. P. Vedder, being duly sworn, on his oath says, that he is President of the

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Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

C. P. VEDDER.

Sworn and subscribed before me this 23d day of March, 1901.

JOHN H. HAYS,
*Notary Public, Kings County, N. Y.*

ACCIDENTS.

None.



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## PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $765,000 00 |
| Bonded debt, | 750,000 00 |
| Floating debt, | 448,846 87 |
| Cost of road and equipments, | $1,545,133 63 |

The road extends from Birmingham, N. J., to Bay Head Junction, 46.09 miles; 1.7 miles east of New Lisbon, N. J., to Brown's Mills in the Pines, 1.80 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1.18 miles, a total distance of 49.07 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $81,498 84 |
| Income from freight, | 33,566 58 |
| Income from other sources, | 6,365 01 |
| Total, | $121,430 43 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $149,585 21 |

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—General office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## PITTSTOWN BRANCH RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pittstown Branch Railway Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $40,000,00 |
| Floating debt, | 19,535 92 |
| Cost of road and equipments, | $59,535 92 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Landsdown, N. J., to Pittstown, N. J., a distance of 4.02 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 19th day of February, A. D. 1903.

EDWARD Y. HARTSHORNE,
*A Foreign Commissioner of Deeds*
*For New Jersey in Pennsylvania.*

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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## PORT READING RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $2,000,000 00 |
| Bonded debt, | 1,500,000 00 |
| Cost of road and equipments, | $3,721,291 29 |

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from freight, | $352,328 38 |
| Income from other sources, | 1,458 45 |
| Total, | $353,786 83 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $342,624 29 |

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this sixth day of February, A. D. 1903.

C. K. KLINK,
*Notary Public.*

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ACCIDENTS.

March 8th.—Arthur Irome, non-employe, fatally injured; fell from train at Durham, N. J. W. Rounds, conductor; J. Neveil, engineman.

July 28th.—Peter J. McGovern, employe, non-fatally injured; struck by train at Port Reading, N. J. J. C. Chance, conductor; R. Rowland, engineman.

December 7th.—Cornelius J. Herron, employe, non-fatally injured; fell from train at Metuchen, N. J. C. J. Herron, conductor; William Tool, engineman.

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## RARITAN NORTH SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the tate, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $66,400 00 |
| Bonded debt—None. | |
| Floating debt, | 3,689 63 |
| Cost of road and equipments, | $70,089 63 |

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## RARITAN RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan River Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $400,000 00 |
| Bonded debt, | 382,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $800,006 42 |

Dividends paid during the year 1902, and how paid—None.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles, branches 7.53 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $5,194 94 |
| Income from freight, | 95,802 92 |
| Income from other sources, | 5,017 63 |
| Total, | $106,015 49 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $62,317 36 |

P. O. address of the above company—15-21 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—Frank H. Earle, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing state-

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ment and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this sixth day of March, A. D. 1903.

WILLARD C. FISK,
*Master in Chancery of New Jersey.*

ACCIDENTS.

July 22d.—William Dailey, age about 85, a trespasser, was struck by locomotive at South Amboy and slightly injured. Conductor, Richard Sullivan; engineer, John Sullivan.

September 8th.—William Wallace, age about 7, while playing, and through carelessness, fell from overhead bridge at South Amboy and received fracture of wrist.

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## RARITAN TERMINAL AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan Terminal and Transportation Company, Perth Amboy, N. J., presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $40,000 00 |
| Bonded debt—None. | |
| Floating debt, | 1,213 99 |
| Cost of road and equipments, | $44,551 41 |

Dividends paid during the year 1902, and how paid—None.

The road extends from the plant of the Raritan Copper Works to the Lehigh Valley Railroad tracks at Perth Amboy, a distance of 5,192 feet.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight, | $10,965 89 |
| Income from other sources, | 41,395 67 |
| Total, | 52,361 56 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $50,359 20 |

P. O. address of the above company—Perth Amboy, N. J.

State of New York, New York county, *ss.*—Jesse Lewisohn, being duly sworn, on his oath says that he is President of the

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Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of the accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

JESSE LEWISOHN.

Sworn and subscribed before me this 24th day of February, A. D. 1903.

HENRY I. NEWELL,
*Notary Public Queens County, N. Y.*

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## ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt—None. | |
| Floating debt, | 30,000 00 |
| Cost of road and equipments, | $60,000 00 |

Dividends paid during the year 1902, and how paid—None.

The road extends from quarry in Montville township to dam being erected in Boonton township, a distance of 2.728 miles.

RECEIPTS AND EXPENSES FOR 1902.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

This road has been used in connection with the building of the dam of the Jersey City Water Supply Company, and although the company is willing and ready to carry other freight and passengers upon this road, none have been offered during the past year.

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P. O. address of the above company—1 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—Michael J. Kennedy, being duly sworn, on his oath says, that he is Vice-President of the Rockaway River and Montville Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

MICHAEL J. KENNEDY.

Sworn and subscribed before me this 28th day of January, A. D. 1903.

WILLIAM H. CORBIN,
*Master in Chancery of New Jersey.*

ACCIDENTS.

On August 26th, 1902, a 20 months' old child, Kate Kufter, of Hungarian parentage, was sitting on the west rail of the track, just south of its overhead crossing of the D., L. and W. R. R., when she was struck by engine No. 1 bound for the quarry. The child was instantly killed, the body being severed at hips.

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## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $45,600 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $45,654 14 |

The road extends from Rocky Hill to Kingston, a distance of 2.38 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per centum, payable as dividends to stockholders.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this third day of February, A. D. 1903.

H. C. Ross,
*M. C. C. of N. J.*

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RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,246 75 |
| Income from freight, | 17,732 27 |
| Income from other sources, | 598 00 |
| Total, | $20,577 02 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $15,312 49 |

Dividends paid during the year 1902, and how paid—Six per centum on the capital stock, paid half yearly, by the Pennsylvania Railroad Company, lessee, to stockholders, in accordance with the provisions of the lease.

P. O. address of this company—P. O. Box 236, Trenton, N. J.



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## SOUND SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $149,200 00 |
| Bonded debt—None. | |
| Floating debt, | 6,713 22 |
| Cost of road and equipments, | $155,913 22 |

The road extends from Elizabeth (Broadway), to Carteret, which, with spurs, make a total length of 6.17 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,638,600 00 |
| Bonded debt, | 235,500 00 |
| Cost of road and equipments, | $1,929,025 21 |

Dividends paid during the year 1902, and how paid—Two per cent., $32,772, payable in cash.

The road extends from junction with Morris and Essex Road, near Stanhope, to Branchville and Franklin, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $53,708 44 |
| Income from freight, | 89,398 07 |
| Income from other sources, | 25,350 88 |
| Total, | $168,457 39 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $105,209 90 |

P. O. address of the above company—No. 26 Exchange Place, New York City.

State of New York, New York county, *ss.*—William H. Truesdale being duly sworn, on his oath says, that he is Vice-Presi-

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dent of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public, New York County.*

ACCIDENTS.

March 26th.—Henry Loges, brakeman, knee sprained and contused; holding switch lever and it flew out of position.

June 21st.—Fred Washer, brakeman, killed; missed from train and body found in river.

November 11th.—John Grover, trespasser, killed; walking on track.

December 16th.—Frank C. Ross, brakeman, contusion of right leg; fell boarding engine.

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## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $240,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments at foreclosure sale, | $15,000 00 |

The road extends from Manchester to Toms River, a distance of 7.57 miles.

It is equipped and operated as a part of the New Jersey Southern Railway Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Toms River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $75,300 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $74,522 23 |

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

It is equipped and operated as a part of the New Jersey Southern Railway Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $200,000 00 |
| Bonded debt, | 100,000 00 |
| Floating debt, | 281,868 64 |
| Cost of road and equipments, | $407,020 82 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles; Stony Brook to Princeton, 1.44.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $23,023 00 |
| Income from freight, | 1,677 41 |
| Income from other sources, | 180 00 |
| Total, | $24,880 41 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $38,889 84 |

REMARKS.

Above mileage of 9.59 miles is that of Trenton, Lawrenceville and Princeton Railroad Company.

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Above mileage of 1.44 miles is that of Trenton, Lawrenceville and Princeton Extension Railroad Company.

Above figures covering receipts and expenses, etc., include Trenton, Lawrenceville and Princeton Extension Railroad Company.

P. O. address of the above company—Trenton, N. J.

State of Pennsylvania, Lehigh county, *ss.*—C. M. Bates, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this 21st day of March, A. D. 1903.

KATHERINE O'LOUGHLIN,
*Notary Public.*

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## TUCKERTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted tc the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $550,991 54 |
| Bonded debt, | 99,882 50 |
| Floating debt, | 859 53 |
| Cost of road and equipments, | $651,733 57 |

Dividends paid during the year 1902, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $24,978 80 |
| Income from freight, | 27,381 59 |
| Income from other sources, | 6,688 80 |
| Total, | $59,049 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $51,442 41 |

P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1902 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this 12th day of January, A. D. 1903.

JOHN STOCKBURGER,
*Notary Public.*

ACCIDENTS.

None.

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## UNION TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Union Transportation Company presents the following report for the year ending December 31st, 1902:

The road extends from Pemberton to Hightstown, a distance f 24.38 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.70.

It is equipped and operated by the Union Transportation Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, lessee of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this 2d day of February, A. D. 1903.

H. I. JAMESON,
*Commissioner of Deeds.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $51,721 64 |
| Income from freight, | 29,989 66 |
| Income from other sources, | 3,076 41 |
| Total, | $84,787 71 |

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $84,475 62

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—New Egypt, New Jersey.

ACCIDENTS.

None.

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## UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $21,240,400 00 |
| Bonded debt, | 20,000,000 00 |
| Cost of road and equipments, | $52,895,485 15 |

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 469.79 miles; and, also, the canal from Bordentown to New Brunswick, 44 miles, and the feeder, 22 miles; in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on the capital stock, and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

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Sworn and subscribed before me this third day of February, A. D. 1903.

H. C. Ross,
*M. C. C. of N. J.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $9,597,180 21 |
| Income from freight, | 14,670,251 29 |
| Income from other sources, | 2,568,750 82 |
| Total, | $26,836,182 32 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $18,840,271 55 |
| Total income, | $7,995,910 77 |
| Dividends paid during the year 1902, and how paid—Ten per centum on the capital stock, paid quarterly, by the Pennsylvania Railroad Company, lessee, | $2,124,040 00 |

P. O. address of this company—Box 236, Trenton, N. J.

ACCIDENTS—NEW YORK DIVISION.

*Persons struck by passing trains and killed or injured while walking or standing on the track.*

January 13th.—Isaac Swartz and Thomas Carroll, killed at Linden, N. J. W. Ahrens, conductor; I. Fry, engineman.

January 27th.—Miss G. Bowers, injured at Harrison, N. J. J. H. Lanning, conductor; T. Smith, engineman.

February 2d.—J. Maloney, injured at Harsimus Cove, Jersey City, N. J. W. Negle, conductor; J. Regan, engineman.

February 3d.—Unknown man killed at Menlo Park, N. J. H. Danenhour, conductor; A. Vandegrift, engineman.



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March 8th.—James Hulit, killed at Princeton Junction, N. J., Fred Hulit, injured at Princeton Junction, N. J. G. B. Stutts, conductor; H. M. Ayres, engineman.

March 9th.—Unknown man killed at Metuchen, N. J. —— —— ——; F. Hyde, engineman.

April 28th.—Emile Ness, injured at Newark, N. J. C. Womelsdorf, conductor; G. Plant, engineman.

May 15th.—James Mitchell (Colored), killed at East Brunswick, N. J. G. W. Phillips, conductor; James Cook, engineman.

May 22d.—G. H. Cowie, killed at Rahway, N. J. B. W. Rulon, conductor; F. Roberts, engineman.

May 26th.—Unknown man killed at Metuchen, N. J. J. R. Cornell, conductor; W. B. Gurney, engineman.

July 16th.—Olaffa Thomasson, killed at Meadows, New Jersey. W. J. Costigan, conductor; E. Wright, engineman.

July 22d.—G. C. Williams, killed at Plainsboro, New Jersey. A. L. Prizer, conductor; I. Fry, engineman.

July 23d.—Unknown man killed at Iselin, N. J. W. C. Smith, conductor; A. Purt engineman.

August 8th.—G. C. Smith, killed at Linden, New Jersey. C. R. Evans, conductor; G. H. Burton, engineman.

August 22d.—Unknown man, killed at South Elizabeth, New Jersey. H. Danenhour, conductor; C. Swem, engineman.

August 29th.—Unknown man, killed at East Brunswick, N. J. J. Brown, conductor; H. Metz, engineman.

September 13th.—M. H. Tucker, killed at Marion, N. J. B. Quinlan, conductor; R. Goulding, engineman.

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September 14th.—Unknown man, killed at Jersey City, N. J. D. Henshaw, conductor; T. B. Jones, engineman.

September 27th.—Wm. Langon, injured at Jersey City, N. J. W. Fleming, conductor; George Brane, engineman.

October 6th.—John Lynch, injured at Waverly, N. J. C. Peterman, conductor; C. Pielert, engineman.

October 9th.—Wm. Davenport, killed at New Brunswick, N. J. J. E. Beach, conductor; S. Pine, engineman.

October 11th.—P. O. Brene, injured at South Trenton, N. J. W. W. Terry, conductor; J. Pope, engineman.

October 14th.—Mrs. A. E. Mahaffey, killed at Harrison, N. J. George Barkman, conductor; F. E. Pierce, engineman.

October 15th.—Unknown man, injured at Elizabeth, N. J. H. Dilts, conductor; R. Walker, engineman.

October 17th.—Unknown man, killed at Linden, N. J. J. H. Lanning, conductor; J. Monroe, engineman.

November 22d.—Albert Smith, killed at Waverly, N. J. W. H. Sanders, conductor; N. Bratton, engineman.

*Persons killed or injured in attempting to get off or on moving trains.*

January 16th.—Harry Kungle, killed at Newark, N. J. J. C. Rogers, conductor; M. J. Skelly, engineman.

January 24th.—Unknown man, injured at Elizabeth, N. J. F. F. Vickery, conductor; F. Shipman, engineman.

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February 3d.—Stephen Dravzi, injured at Newark, N. J. W. and P. R. R. P. R. Snook, conductor; F. C. Krewson, engineman.

February 11th.—C. T. Smith, injured at Princeton Junction, N. J. F. E. Van Dyke, conductor; B. F. Smith, engineman.

February 12th.—Joseph Taylor, injured at Rahway, N. J. J. H. Lanning, conductor; T. Smith, engineman.

February 18th.—John Korbowsky, injured at Marion, N. J. J. Leary, conductor; J. Donnelly, engineman.

April 6th.—Albert Campbell, injured at Newark, N. J. W. and P. R. R. G. W. Hoffman, conductor; J. C. Lee, engineman.

April 14th.—John H. McCaully, injured at Newark, N. J. H. W. Feaster, conductor; F. Farrell, engineman.

April 18th.—Alexander McKay, injured at East Brunswick, N. J. W. T. Sharp, conductor; C. Stines, engineman.

April 18th.—Peter White, injured at Trenton, N. J. A. Roller, conductor; D. J. Moran, engineman.

May 2d.—Joseph Brogan, injured at Jersey City, N. J. J. Fallon, conductor; A. Holland, engineman.

May 3d.—Macy Gidnis, injured at Elizabeth, N. J. J. H. Lanning, conductor; J. Monroe, engineman.

May 9th.—R. Sarracco, killed at Newark, N. J., N. Y. B. R. R. S. Benard, conductor; O. Shipley, engineman.

May 11th.—John Van Deavender, injured at Elizabeth, N. J. R. W. Atkinson, conductor; G. W. Morrison, engineman.

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May 11th.—Harry Moore, fatally injured at Waverly, N. J. Frank Moore, injured at Waverly, N. J. R. Elder, conductor; J. Boehm, engineman.

May 26th.—John Campbell, injured at Linden, N. J. C. Campbell, conductor; A. Hill, engineman.

August 4th.—H. Bedford, injured at Rahway, N. J. J. Brown, conductor; W. Keefe, engineman.

August 12th.—Eugene Allen, injured at Jersey City, N. J. W. A. Boulton, conductor; J. Boehm, engineman.

August 19th.—James Handerhan, injured at Monmouth Junction, N. J. Edward Gunn, conductor; P. J. Lawton, engineman.

August 19th.—Aaron Binder, killed at Newark, N. J. L. R. Booz, conductor; T. Smith, engineman.

September 13th.—George Steltener, injured at South Elizabeth, N. J. F. E. Wyckoff, conductor; O. Shipley, engineman.

October 11th.—Unknown man, injured at Newark, N. J. T. M. Fitzgerald, conductor; D. Mahoney, engineman.

October 22d.—Unknown man, injured at South Elizabeth, N. J. E. E. Arnold, conductor; J. Toms, engineman.

December 3d.—Frank Casborro, killed at Waldo avenue yard, Jersey City, N. J. J. M. Stewart, conductor; J. Cassidy, engineman.

December 18th.—Anthony Loubis, injured at Newark, N. J. A. C. Van Nostrand, conductor; T. Smith, engineman.

December 22d.—Augustus Mulcahey, killed at South Elizabeth, N. J. B. W. Rulon, conductor; W. S. Laird, engineman.

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December 29th.—Unknown man, injured at Newark, N. J. A. V. Bergen, conductor; J. Fagan, engineman.

*Persons found killed or injured lying alongside of tracks, supposed to have been struck by passing trains or by attempting to jump off or on moving trains. Circumstances, what train, what conductor or engineman unknown.*

January 13th.—Edward Mathews, injured at Waldo avenue yard, Jersey City, N. J.

January 24th.—Edward Conley, injured at Newark, N. J., W. and P. R. R.

February 13th.—Richard Jones, injured at Linden, N. J.

March 8th.—Howard Breese, killed at Franklin Park, N. J.

March 23d.—Otto Walker, killed at Trenton, N. J.

April 14th.—K. L. Colgar, injured at New Brunswick, N. J.

April 15th.—Unknown man, killed at Waverly, N. J.

May 9th.—Charles Dietz, killed at Newark, N. J.

May 11th.—John M. Guise, fatally injured at Millstone Junction, N. J.

May 15th.—George A. Shaffer, killed at Millstone Junction N. J.

June 17th.—Unknown man, killed at Trenton, N. J.

June 29th.—James McElroy, injured at Monmouth Junction, N. J.

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June 30th.—James D. Moylan, injured at Rahway, N. J.

July 15th.—Unknown man, killed at South Elizabeth, N. J.

July 23d.—Unknown man, injured at Trenton, N. J.

August 6th.—Patrick Quinn, injured at Rahway, N. J.

August 14th.—William Vetter, injured at Newark, N. J.

August 16th.—L. J. Crasbone, injured at Woodbridge, N. J.

August 20th.—J. Gustic, injured at East Brunswick, N. J.

September 3d.—Robert Couch, killed at East Rahway, N. J.

September 12th.—Thos. Hardy, killed at Avenel, N. J.

September 16th.—Thomas Joyce, injured at Newark, N. J.

October 3d.—Joseph Miller, fatally injured at Newark, N. J.

October 12th.—Lawrence Barney (Colored), injured at Rahway, N. J.

October 23d.—Unknown woman, injured at Trenton, N. J.

October 25th.— James Anderson, injured at Waverly, N. J.

October 25th.—John Mierinsky, injured at Jersey City, N. J.

November 3d.—Ernest Grasso, injured at Newark, N. J.; W and P. R. R.

November 5th.—Unknown man, injured at Newark, N. J.; W and P. R. R.

November 15th.—Frank Rock, injured at Newark, N. J.; W and P. R. R.

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November 21st, Unknown man, killed at South Trenton, N. J.

December 9th.—Franklin D. Maseker, killed at Lawrence, N. J.

December 22d.—Robert Wilson, killed at Millham, N. J.

December 22d.—Robert Hemp, killed at Millham, N. J.

December 25th.—Joseph Kovacs, killed at Millstone Junction, N. J.

December 28th.—Unknown man, injured at Newark, N. J.

*Persons killed or injured by moving trains while crossing the tracks.*

January 4th.—Edward H. Malliet, killed at Waldo avenue yard, Jersey City, N. J. C. R. Evans, conductor; Thomas Lawler, engineman.

January 11th.—Charles Hegman, killed at Rahway, N. J. W. W. Terry, conductor; G. Vanarsdale, engineman.

January 22d.—Mrs. Miller, killed at Newark, N. J. H. G. Allen, conductor; T. Lawler, engineman.

January 23d.—Charles C. Arnold, killed at Newark, N. J. C. W. Phillips, conductor; C. Swem, engineman.

February 4th.—William Cooney, injured at Harrison, N. J. J. Stramp, conductor; A. Allen, engineman.

February 15th.—Jacob Frank, killed at Harrison, N. J.; Jacob Epstein, killed at Harrison, N. J.; Samuel Frank, injured at Harrison, N. J.; Thomas Burke, injured at Harrison, N. J. J. S. Nolan, conductor; Jos. Toms, engineman.

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February 25th.—Harry Normensen, injured at Perth Amboy, N. J. F. E. Wyckoff, conductor; O. Pancoast, engineman.

March 13th.—Pearl Emmons, killed at Monmouth Junction, N. J. T. A. Cosgrove, conductor; L. Meyers, engineman.

March 19th.—E. Dobbs (colored), injured at Jersey City, N. J. J. J. Bloomer, conductor; C. Neiger, engineman.

March 29th.—George Ruskai, killed at Rahway, N. J. ——, conductor; G. R. Conroy, engineman.

April 30th.—Jos. Carney, injured at Waldo avenue yard, Jersey City, N. J. Philip Mullin, conductor; Peter Metz, engineman.

May 7th.—Unknown man, killed at Waverly, N. J. L. R. Booze, conductor; J. Monroe, engineman.

May 24th.—Domenico Cifinio, killed at Waldo avenue yard, Jersey City, N. J. F. E. Wyckoff, conductor; O. Pancoast, engineman.

June 25th.—Charles Golding, injured at Newark, N. J. F. E. Wyckoff, conductor; J. Van Nuys, engineman.

July 16th.—William Krause, killed at Waverly, N. J. J. F. Burrage, conductor; Thos. Smith, engineman.

July 17th.—Frank Ryezeneskie, killed at Waldo avenue yard, Jersey City, N. J. B. I. Tallman, conductor; A. Bennett, engineman.

July 25th.—Michael Webber, killed at Jersey City, N. J. C. W. Arnold, conductor; H. Godley, engineman.

August 7th.—John McMahon, injured at Harsimus Cove, Jersey City, N. J. P. J. Dolan, conductor; J. F. Eastman, engineman.

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August 23d.—A. Hornburtle, killed at Deans, N. J. B. F. Wiltse, conductor; J. A. Mitchell, engineman.

September 11th.—C. Tappen, killed at Iselin, N. J. C. C. Howard, conductor; G. Quigley, engineman.

September 24th.—I. Kaptoritz, killed at South Trenton, N. J. J. B. Miller, conductor; G. R. Conroy, engineman.

October 25th.—B. F. Moore, injured at Newark, N. J. C. Womelsdorf, conductor; W. Murwise, engineman.

October 30th.—J. Johnson, killed at Marion, N. J. Thos. Callahan, conductor; M. McGinley, engineman.

November 17th.—Chas. McLoughlin, injured at New Brunswick, N. J. J. W. Bostwick, conductor; L. Myers, engineman.

*Persons other than employes killed or injured in other ways than as above stated.*

January 21st—E. L. Conkling, injured by falling from off the rear platform of a car at Market street station, Newark, N. J. J. Nolan, conductor; J. Rood, engineman.

February 10th.—Thomas Conlon, injured by glass from a broken lamp globe in a car at Rahway, N. J. R. E. Buggy, conductor; E. Weight, engineman.

February 11th.—C. C. Grandell, injured by falling while boarding train at Jersey City, N. J. F. Farber, conductor; E. Page, engineman.

February 12th.—Mrs. J. Semler, injured in collision at Waverly, N. J. E. C. Jones, conductor; G. Hetzel, engineman.

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February 17th—Mrs. M. C. Parke, injured by falling while alighting from train at Trenton, N. J. F. H. Dey, conductor; E. E. Gulick, engineman.

February 18th.—J. H. Block, Robert Osborn, Edgar R. Stackhouse, injured by broken glass from a car window at Marion, N. J. J. H. Lanning, conductor; J. J. Fagen, engineman.

February 19th.—N. Ford, R. Lathrop (colored), scalded while cooking in dining car on train at Trenton, N. J. T. Deltenre, conductor; W. Furman, engineman.

February 25th.—Harry Snowden, injured by being struck by track fence and stand pipe while riding on a platform of a car at Waverly, N. J. T. A. Brooks, conductor; W. W. Lyon, engineman.

March 5th.—Samuel Levy, injured by falling while passing through train at Newark, N. J. J. Buckley, conductor; B. Lupton, engineman.

March 31st.—John Narza, injured by falling while alighting from train at Trenton, N. J. J. B. Miller, conductor; J. W. Hathman, engineman.

April 1st.—E. B. Nancock, injured while taking mail to Colonia, N. J. J. B. Miller, conductor; D. Kur, engineman.

April 8th.—Unknown man, injured by falling over an umbrella in aisle of car at Newark, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

April 11th.—James Pettiegrue, injured while cleaning a car at Waldo avenue yard, Jersey City, N. J. F. Landmesser, conductor; H. Cochran, engineman.

April 13th. S. Robertson (colored), killed by striking track fence while standing on the step of car at Rahway, N. J. J. E. Beach, conductor; C. Devinney, engineman.

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April 14th.—James Hughes, finger injured by catching hand in car door on train at Meadows, N. J. A. F. Waters, conductor; M. V. Packer, engineman.

April 24th.—Mrs. Bussy, injured by falling while alighting from a car at Market street station, Newark, N. J. J. E. Clothier, conductor; George Seward, engineman.

April 28th.—Mrs. A. S. Crane, injured by falling while alighting from a train at Market street station, Newark, N. J. J. M. Curran, conductor; John Fagan, engineman.

May 1st.—Mrs. J. Biot, arm injured by being struck by door of toilet on car at Trenton, N. J. G. S. Stults, conductor; S. Simpson, engineman.

May 10th.—Matthew Fullum, finger injured by catching hand in car door on train at Rahway, N. J. G. S. Stults, conductor; Geo. LaBar, engineman.

May 12th.—A. Abrahams, injured by falling while alighting from train at Jersey City, N. J. J. S. Buckley, conductor; G. Morrison, engineman.

May 13th.—F. Brown, foot injured by door of toilet being opened on it in car at Newark, N. J. G. W. Terhune, conductor; I. Fry, engineman.

May 14th.—Unknown man, injured by falling while alighting from train at North Elizabeth, N. J. W. N. Sanders, conductor; J. Vorhees, engineman.

May 14th.—F. C. Gick, injured by glass from a broken car window at Rahway, N. J. B. W. Rulon, conductor; M. Reilly, engineman.

May 22d.—J. McIntyre (colored), injured by glass from a broken car window at Newark, N. J. H. Dannenhour, conductor; W. Furman, engineman.

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May 26th.—W. McMahon, fatally injured by falling from train at Newark, N. J. T. H. Jones, conductor; W. Riley, engineman.

May 29th.—F. Madden, injured by being struck in the head by candle holder falling in car at Newark, N. J. A. F. Waters, conductor; C. Lynch, engineman.

June 9th.—Mrs. B. O'Brien, injured by glass from a broken car window at East Brunswick, N. J. W. Kennedy, conductor; F. Barber, engineman.

June 16th.—Mike Clark, struck by a car while unloading pipe at Hamburg Place, Waverly and Passaic Railroad, Newark, N. J. I. T. Arnold, conductor; W. H. Ninamacher, engineman.

June 19th.—L. Fisher, R. F. Kernan, injured by glass from a broken car window at Newark, N. J. W. A. Boulton, conductor; H. Metz, engineman.

June 23d.—H. Bottelston, injured by window falling on finger at Harrison, N. J. J. M. Curran, conductor; Jas. Freeman, engineman.

June 24th.—Unknown man (colored), injured by glass from a broken car window at Rahway, N. J. J. H. Mooney, conductor; W. Lyons, engineman.

June 27th.—Mrs. M. Negbaur, fell while boarding train at Jersey City, N. J. C. Campbell, conductor; T. Smith, engineman.

July 5th.—Harry Highton, fatally injured by falling from train at North Elizabeth, N. J. M. Cannon, conductor; H. F. Matthews, engineman.

July 6th.—Unknown man, injured by falling from train at Jersey City. L. Silance, conductor; J. Bender, engineman.

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July 8th.—E. C. Erherdt, injured by glass from a broken bottle at New Brunswick, N. J. Wm. Kennedy, conductor; T. Towel, engineman.

July 10th.—Eva Zajkoska, fell while alighting from train at Linden, N. J. Thomas Delteure, conductor; H. Vanarsdale, engineman.

July 11th.—Louis Orland, injured by being struck by car steps at Newark, N. J. C. B. Kendig, conductor; C. Traphagen, engineman.

July 14th.—Mrs. Chaddock, fell while alighting from train at Jersey City, N. J. J. H. Monney, conductor; H. Fackenthall, engineman.

July 15th.—Carrie Hill (colored), fell while alighting from train at Newark, N. J. W. C. Smith, conductor; T. Quinton, engineman.

July 26th.—Unknown woman, fell while alighting from train at Elizabeth, N. J. S. Benard, conductor; O. A. Shipley, engineman.

July 27th.—Mrs. Saner, fell while alighting from train at New Brunswick, N. J. F. L. Hellings, conductor; E. W. Kelley, engineman.

July 30th.—George Liskie, injured by falling from a car at Harsimus Cove, Jersey City, N. J. Charles Robinson, conductor; W. Johnson, engineman.

August 1st.—William Theodore, injured by glass from a broken car window at South Elizabeth, N. J. William Messer, conductor; W. Laird, engineman.

August 3d.—Joseph Morhean, injured by falling from train at Barrow Pit, Metuchen, N. J. G. B. Sutts, conductor; F. C. Myers, engineman.

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August 5th.—Mrs. M. E. Harrison, fell while boarding car at South Elizabeth, N. J. S. Benard, conductor; O. A. Shipley, engineman.

August 6th.—William Stenger, injured by being struck by mail bag at Deans, N. J. A. C. Van Nostrand, conductor; J. Rood, engineman.

August 8th.—Howard Taylor, injured by being struck by track fence at New Brunswick, N. J. A. Bergen, conductor; J. J. Fagan, engineman.

September 2d.—Unknown man, finger injured by door closing on hand at Newark, N. J. W. A. Boulton, conductor; J. Freeman, engineman.

September 4th.—Unknown woman, fell while alighting from train at Princeton Junction, N. J. S. R. Way, conductor; T. James, engineman.

September 4th.—May Tucker, fell while alighting from train at Jersey City, N. J. A. N. Ritter, conductor; R. Schuchord, engineman.

September 5th.—Mrs. C. M. Bruin, fell while alighting from train at Newark, N. J. T. J. Thomas, conductor; A. Rodgers, engineman.

September 5th.—R. P. Buiff, injured by falling in the aisle of car at Newark, N. J. T. C. Morse, conductor; J. Voorhis, engineman.

September 12th.—C. W. Moody, injured by glass from a broken car window at Trenton, N. J. C. Waddington, conductor; F. Malsbury, engineman.

September 15th.—Miss C. Clifford, injured by falling in the aisle of car at Jersey City, N. J. J. W. Bostwick, conductor; L. Myers, engineman.

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September 22d.—James Ness, Jr., hand injured by catching it in car door at Newark, N. J. J. Dougherty, conductor, W. Lyons, engineman.

September 22d.—Unknown woman, fell while alighting from train at Trenton, N. J. S. R. Way, conductor; Thomas Joiner, engineman.

September 28th.—Unknown woman, fell while alighting from train at New Brunswick, N. J. C. Campbell, conductor; W. Baldwin, engineman.

October 3d.—W. H. Mallon, injured by being caught between car and a post at Jersey City, N. J. R. Davis, conductor; J. McKenzie, engineman.

October 8th.—B. Berosky, Mrs. J. S. Couch, R. L. Dickerson, T. R. Edwards, Mrs. B. Flanagan, Miss M. Flanagan, Mrs. C. Fisher, C. Flang, O. B. Grant, Miss J. H. Hickok, Mrs. H. S. Haskins, Miss M. King, J. L. Lawless, Mrs. J. L. Lawless, Mrs. C. A. Malone, H. Malone, Mrs. M. E. McCarter, J. McKenna, Mrs. J. E. Norris, E. R. Payne, Mrs. M. Stewart, H. M. Thompson, Mrs. T. B. Wren, Mrs. C. Towers, Gertrude Oliver, J. G. Barnes, F. B. Yard, B. A. Myers, O. Martin, D. C. Abraham, Walter S. Ely, Jos. L. Bartine, Helen P. Webber, Mrs. Nellie Maroney, John C. Maroney, Sarah A. Abbotts, I. C. Couch, A. Sokolski, C. G. Willis, J. L. Hartwell, injured in collision at Menlo Park, N. J. F. F. Vickery, conductor; F. Shipman, engineman.

October 17th.—Mrs. F. Ritter, fell while alighting from train at Jersey City, N. J. J. Beach, conductor; C. Devinney, engineman.

October 19th.—Unknown man, injured by window blind falling on arm in car at Marion, N. J. J. M. Curran, conductor; J. Freeman, engineman.

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October 19th.—Unknown woman, injured by falling in the aisle of car at New Brunswick, N. J. T. J. Thomas, conductor; F. Shipman, engineman.

October 21st.—Mrs. K. Arnol, fell while boarding train at Newark, N. J. J. E. Clothier, conductor; J. C. Knowles, engineman.

October 25th.—C. E. Guieder, injured by falling in car at Jersey City, N. J. W. H. Merritt, conductor; A. Vandergrift, engineman.

October 27th.—Wm. Daly, injured by being caught between cars at East Rahway, N. J. J. B. Brink, conductor; J. C. McAllister, engineman.

October 28th.—M. I. Thomas, injured by partition board falling in Pullman car at New Brunswick, N. J. J. B. Eshelman, conductor; A. Purt, engineman.

October 29th.—R. B. Mason (colored), injured by glass from a broken car window at New Brunswick, N. J. E. L. Titus, conductor; G. Morrison, engineman.

October 31st.—Unknown man, fell while alighting from train at Elizabeth, N. J. G. W. Terhune, conductor; T. Quinton, engineman.

November 2d.—Mrs. M. Ackerly, fell while alighting from train at Jersey City. S. Benard, conductor; R. A. Golden, engineman.

November 5th.—Jas. Carlin, C. H. Zehnder, C. J. Arnold, Jos. Hortman (colored), Wm. White, H. M. Whitney, Mrs. H. M. Whitney, H. Winegarden, Wm. H. Tyson, J. F. Segelken, F. L. Sylvia, David Stewart, Samuel Robinson (colored), C. W. Roberts, unknown woman, J. B. Russell, Carrie A. Nation, Charles Levy, J. Johnson, Miss M. Hawk, Allen Lewis, Wm. T. Hall,



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Wm. H. Garner, C. F. A. Gille, A. A. Gardner, A. E. Funk, Mrs. A. E. Funk, D. A. Fype, P. A. Ellerman, John Danzig, Margery Chase, Geo. J. Carter, J. Benson, John T. Bacon, E. J. Bernholz, Arthur A. Adler, John Adams, injured in collision at Meadows, N. J. T. O'Donnell, conductor; J. Turner, engineman.

November 6th.—John Timins, injured in car loaded with horses at Jersey City. A. McTaggart, conductor; G. A. Thomas, engineman.

November 10th.—F. B. Mesick, injured by glass from a broken car window at Delair, N. J. W. R. Adams, conductor; W. E. Hand, engineman.

November 12th.—C. Montgomery, injured by glass from a broken car window at Trenton, N. J. Geo. S. Stults, conductor; W. Carr, engineman.

November 15th.—Unknown woman, fell while alighting from train at Jersey City. J. M. Curran, conductor; I. Van Pelt, engineman.

November 27th.—M. Loeb, injured by glass from a broken car window at Newark, N. J. E. E. Bossert, conductor; J. Rood, engineman.

December 6th.—John Frank, fell while alighting from train at Newark, N. J. W. Bransom, conductor; Wm. Gordon, Jr., engineman.

December 9th.—Unknown woman, injured by falling in the aisle of car at Trenton, N. J. B. F. Wilson, conductor; P. H. Schaller, engineman.

December 19th.—Theo. H. Fisher, fell while boarding train at Plainsboro, N. J. J. Dougherty, conductor; J. M. Cook, engineman.

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December 23d.—M. T. Rosenburg, fell while alighting from train at Jersey City, N. J. B. I. Tallman, conductor; E. Page, engineman.

December 24th.—Unknown girl, hand injured by catching in car door at Woodbridge, N. J. C. R. Evans, conductor; G. H. Burton, engineman.

*Employes killed or injured while coupling or handling cars at stations.*

January 1st.—A. Rynier, injured at Millham, N. J. A. Rynier, conductor; M. Thomas, engineman.

January 2d.—William E. Hall, injured at Harsimus Cove, Jersey City, N. J. J. J. Nolan, conductor; L. C. Titus, engineman.

January 4th.—E. V. Carner, injured at Rahway, N. J. G. Stewart, conductor; P. Regen, engineman.

January 7th.—John Bosler, injured at Trenton, N. J. A. Y. Scarborough, conductor; J. Bosler, engineman.

January 7th.—J. J. Sinnett, injured at Meadows Yard, N. J. W. McPartland, conductor; L. B. Mead, engineman.

January 15th.—D. G. Russell, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. Lozier, engineman.

January 22d.—A. N. Van Buskirk, injured at Rahway, N. J. A. V. Bergen, conductor; W. Gurney, engineman.

January 25th.—Deyo Saunders, injured at Marion, N. J. P. F. Brennan, conductor; G. Gillin, engineman.

January 27th.—D. O'Mally, killed at Meadows Yard, N. J. P. Noon, conductor; L. B. Mead, engineman.

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January 29th.—T. J. Berger, killed at Newark, N. J. W. H. Nunn, conductor; F. E. Pierce, engineman.

February 2d.—E. H. Elmhirst, injured at South Elizabeth, N. J. E. H. Elmhirst, conductor; G. Reynolds, engineman.

February 2d.—W. E. Bradshaw, injured at Meadows Yard, N. J. William Byrne, conductor; F. E. Pierce, engineman.

February 5th.—Paul Minter, injured at Woodbridge, N. J. G. Stewart, conductor; P. Regen, engineman.

February 6th.—L. H. Woodward, injured at Menlo Park, N. J. D. H. Corson, conductor; D. Moran, engineman.

February 13th.—James P. Burke, injured at Harsimus Cove, Jersey City, N. J. W. Cook, conductor; E. P. Hutton, engineman.

February 14th.—J. P. Kennedy, injured at Millham Junction, N. J. T. F. Burton, conductor; J. J. Sankey, engineman.

February 15th.—William H. Elliott, injured at Elizabeth, N. J. E. P. Croughan, conductor; W. H. Elliott, engineman.

February 19th.—J. J. Edmondson, injured at Harsimus Cove, Jersey City, N. J. D. O'Brien, conductor; W. C. Provost, engineman.

February 20th.—John Ramsaner, injured at Waverly, N. J. L. D. Bunn, conductor; E. Norton, engineman.

February 21st.—J. R. England, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; W. E. Bennett, engineman.

March 5th.—F. F. Vickery, injured at Elizabeth, N. J. F. F. Vickery, conductor; H. Metz, engineman.

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March 13th.—Jesse W. Fry, injured at Jersey City, N. J. J. P. Kelly, conductor; E. Titeman, engineman.

March 13th.—H. M. Finley, fatally injured at Jersey City, N. J. Walter Webber, conductor; W. P. Smith, engineman.

March 16th.—A. R. Auble, injured at Meadows Yard, N. J. J. P. Clark, conductor; F. Ethridge, engineman.

March 17th.—George Zeimer, injured at Meadows, N. J. H. W. Truax, conductor; W. Cooper, engineman.

March 19th.—G. R. Payne, injured at Newark, N. J. F. Hunter, conductor; F. Hyde, engineman.

March 21st.—G. Burnett, injured at Newark, N. J. Walter Webber, conductor; W. P. Smith, engineman.

March 23d.—David Miller, injured at Meadows, N. J. J. P. Clark, conductor; F. Ethridge, engineman.

March 24th.—W. G. Sisson, injured at Elizabeth, N. J. F. Hunter, conductor; F. Hyde, engineman.

March 24th.—Albert A. Grabill, killed at Jersey City, N. J. A. McTaggart, conductor; H. Roe, engineman.

March 30th.—Charles Granis, injured at Meadows Yard, N. J. Michael King, conductor; W. Coulson, engineman.

March 31st.—H. V. D. Lane, killed at Harrison, N. J. W. H. Nunn, conductor; M. J. Rood, engineman.

April 3d.—John Cox, injured at Harsimus Cove, Jersey City, N. J. W. Cook, conductor; E. P. Hutton, engineman.

April 4th.—S. A. Stokes, injured at Edgars, N. J., P. A. & W. R. R. W. T. Sharp, conductor; C. Stiner, engineman.

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April 4th.—John Rulon, injured at Harsimus Cove, Jersey City, N. J. J. Berryman, conductor; C. Bogert, engineman.

April 5th.—Michael Gaffney, injured at Harsimus Cove, Jersey City, N. J. A. Snyder, conductor; G. McLoughlin, engineman.

April 8th.—H. Muller, injured at Meadows, N. J. H. Muller, conductor; W. Smith, engineman.

April 9th.—J. Murfit, injured at Barracks Yard, Trenton, N. J. H. E. Christian, conductor; J. Applegate, engineman.

April 12th.—Edward Cook, injured at Newark, N. J., W. & P. R. R. I. F. Arnold, conductor; W. H. Numemacher, engineman.

April 13th.—J. J. Hawkins, injured at Harsimus Cove, Jersey City, N. J. J. P. Melvin, conductor; J. W. Boyce, engineman.

April 18th.—David W. Adams, injured at Harsimus Cove, Jersey City, N. J. J. A. Quinn, conductor; F. Bradbury, engineman.

April 24th.—F. A. Eddington, fatally injured at Monmouth Junction, N. J. G. A. Holl, conductor; J. McAllister, engineman.

April 26th.—Chas. Womelsdorf, injured at Newark, N. J. Chas. Womelsdorf, conductor; G. Plant, engineman.

April 26th.—Geo. J. Woodington, injured at Rocky Hill, N. J. H. W. Priest, conductor; C. A. Stewart, engineman.

April 27th.—J. B. Bates, injured at East Brunswick, N. J. Chas. Peterman, conductor; Chas. Pillert, engineman.

April 27th.—F. H. Wyman, injured at Harsimus Cove, Jersey City, N. J. A. M. Snyder, conductor; J. F. Robe, engineman.

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April 30th.—M. J. Varley, injured at Harsimus Cove, Jersey City, N. J. W. C. Mansfield, conductor; E. McMahon, engineman.

May 4th.—H. M. Fackert, injured at Jersey City, N. J. M. McLoughlin, conductor; W. C. Prevost, engineman.

May 7th.—Jos. M. Foley, injured at Newark, N. J. W. B. Winner, conductor; A. Howell, engineman.

May 10th.—J. A. Lurvey, injured at Metuchen, N. J. P. F. Corey, conductor; F. L. Bradbury, engineman.

May 16th.—John W. Boyce, John F. Duffy, injured at Harsimus Cove, Jersey City, N. J. ———, conductor; J. W. Boyce, engineman.

May 16th.—J. J. Williams, injured at New Brunswick, N. J. Amos F. Waters, conductor; G. Seward, engineman.

May 16th.—Fred V. Hine, injured at Trenton, N. J. R. T. Elder, conductor; J. A. Boehm, engineman.

May 16th.—Jacob Solius, injured at Meadows Yard, N. J. J. P. Clark, conductor; F. Ethridge, engineman.

May 20th.—N. Carroll, injured at Harsimus Cove, Jersey City, N. J. N. Carroll, conductor; J. W. Boyce, engineman.

May 24th.—T. H. Lockwood, injured at Jersey City, N. J. F. Landmesser, conductor; H. Cochrane, engineman.

May 26th.—P. J. Kiernan, killed at Waverly, N. J. P. J. Kiernan, conductor; A. H. Howell, engineman.

May 26th.—Chas. Triblehorn, injured at Deans, N. J. J. S. Rogers, conductor; M. J. Skelly, engineman.

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May 28th.—Jas. F. Dawson, injured at Waverly, N. J. E. Booth, conductor; W. J. Dugan, engineman.

June 4th.—Walter Walmsley, injured at East Brunswick, N. J. E. Gunn, conductor; F. C. Krewson, engineman.

June 13th.—J. J. Cannon, injured at Harsimus Cove, Jersey City, N. J. M. O'Rourke, conductor; E. W. Gwinnell, engineman.

June 15th.—James R. Moran, injured at Harsimus Cove, Jersey City, N. J. Jos. L. Geraghty, conductor; J. P. Moran, engineman.

June 17th.—E. J. Kelly, injured at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; W. Johnson, engineman.

June 18th.—G. C. Longhenry, injured at Jersey City, N. J. J. Kenyon, conductor; Wm. Curren, engineman.

June 19th.—J. C. Meyer, injured at Waldo Avenue Yard, Jersey City, N. J. J. C. Meyer, conductor; Wm. Wilson, engineman.

June 19th.—T. K. Duke, injured at Harsimus Cove, Jersey City, N. J. P. A. Higgins, conductor; J. B. Fine, engineman.

June 20th.—Geo. L. Whalen, injured at Rahway, N. J. John Murfit, conductor; T. C. Belleijean, engineman.

June 21st.—J. J. McGettigan, injured at Jersey City, N. J. E. Madden, conductor; H. Roe, engineman.

June 23d.—T. H. Flanagan, injured at Newark, N. J. B. S. Quinlan, conductor; R. Goulding, engineman.

June 24th.—J. W. Moore, injured at Harsimus Cove, Jersey City, N. J. A. Snyder, conductor; G. McLoughlin, engineman.

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June 27th.—G. W. Williams, injured at Rahway, N. J. Geo. Johnson, conductor; W. Lawson, engineman.

June 28th.—R. W. Killian, fatally injured at East Brunswick, N. J. F. N. Neall, conductor; R. W. Killian, engineman.

June 29th.—Jos. W. Fisher, injured at Waldo Avenue Yard, Jersey City, N. J. J. Mooney, conductor; B. Smith, engineman.

June 30th.—J. McMahon, injured at Harsimus Cove, Jersey City, N. J. P. A. Higgins, conductor; J. B. Fine, engineman.

July 2d.—J. A. Slover, injured at Jersey City, N. J. G. Roberts, conductor; H. Cochran, engineman.

July 2d.—G. W. Bishop, Jr., injured at Jersey City, N. J. O. Flemming, conductor; G. Brane, engineman.

July 5th.—Jos. J. Geraghty, injured at Harsimus Cove, Jersey City, N. J. J. J. Geraghty, conductor; J. Mason, engineman.

July 7th.—F. C. Krewson, injured at Linden, N. J. E. Gunn, conductor; F. C. Krewson, engineman.

July 13th.—P. J. McQueen, injured at Newark, N. J. O. Womelsdorf, conductor; W. Murweiss, engineman.

July 13th.—P. G. Conroy, injured at Newark, N. J. W. B. Winner, conductor; A. H. Howell, engineman.

July 21st.—Thos. J. Bannon, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

July 22d.—H. B. Rue, injured at Barracks Yard, Trenton, N. J. J. D. Dyer, conductor; V. Conover, engineman.

July 22d.—Ogden Robinson, injured at Barracks Yard, Trenton, N. J. P. Carmody, conductor; A. P. Swem, engineman.

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July 23d.—Jasper Wardman, injured at Meadows Yard, N. J. M. King, conductor; Wm. Coulson, engineman.

July 30th.—Jos. Kilcommins, injured at Jersey City, N. J. T. Dempsey, conductor; F. L. Bradbury, engineman.

July 30th.—A. C. Graffe, injured at Waverly, N. J. I. F. Arnold, conductor; W. H. Nunamacher, engineman.

July 30th.—John Boyle, injured at Harsimus Cove, Jersey City, N. J. M. Spille, conductor; L. McGovern, engineman.

July 31st.—Jas. A. Ford, injured at Harsimus Cove, Jersey City, N. J. Chas. McCabe, conductor; C. Cozyas, engineman.

July 31st.—John A. Morgan, injured at Deans, N. J. E. Booth, conductor; D. Carr, engineman.

August 2d.—F. W. Winner, killed at Waverly, N. J. T. W. Collins, conductor; J. O. Young, engineman.

August 2d.—H. L. Garrett, injured at Harsimus Cove, Jersey City, N. J. A. J. Rogg, conductor; L. Mahoney, engineman.

August 4th.—Wm. M. Garrigues, injured at Monmouth Junction, N. J. H. B. McCue, conductor; E. Trout, engineman.

August 4th.—J. A. Ellison, injured at Newark, N. J. Wm. Huncke, conductor; J. H. King, engineman.

August 7th.—Wm. N. Chandler, injured at Meadows, N. J. H. Stewart, conductor; W. N. Hutchinson, engineman.

August 7th.—H. H. Wills, injured at Harsimus Cove, Jersey City, N. J. J. P. Kelly, conductor; E. O. Titman, engineman.

August 9th.—Thos. North, injured at Meadows, N. J. E. B. Amerman, conductor; W. Rue, engineman.

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August 14th.—E. R. Fox, injured at Meadows Yard, N. J. H. Dugan, conductor; T. Eshelman, engineman.

August 17th.—Chas. M. Manby, injured at East Brunswick, N. J. F. N. Neall, conductor; W. H. Elliott, engineman.

August 17th.—H. E. Speese, injured at Rahway, N. J. H. Hamilton, conductor; W. M. Rankin, engineman.

August 18th.—R. W. Kelsey, injured at Meadows Yard, N. J. M. King, conductor; Wm. Coulson, engineman.

August 19th.—C. L. Kern, injured at Perth Amboy Junction, N. J. C. L. Kern, conductor; F. E. Metz, engineman.

August 26th.—W. F. Crentzburg, injured at Meadows Yard, N. J. Ernest Kegel, conductor; G. Zengel, engineman.

August 28th.—M. I. Meredeth, injured at Trenton, N. J. C. S. Schode, conductor; J. A. Mitchell, engineman.

September 2d.—F. J. Scanlan, injured at Meadows Yard, N. J. J. P. Clark, conductor; F. Ethridge, engineman.

September 2d.—C. E. Osborn, injured at Marion, N. J. H. Menig, conductor; H. Roe, engineman.

September 2d.—Fred Holmes, injured at Harsimus Cove, Jersey City, N. J. J. Davers, conductor; W. M. Rue, engineman.

September 7th.—R. W. Easern, injured at Millstone Junction, N. J. J. Smith, conductor; M. G. Clendenny, engineman.

September 9th.—J. J. Cumon, injured at Harsimus Cove, Jersey City, N. J. M. O'Rourke, conductor; E. Gwinnell, engineman.

September 9th.—C. E. Gaffney, injured at Jersey City, N. J. P. Mullins, conductor; H. Cochrane, engineman.

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September 10th.—James Welsh, injured at Jersey City, N. J. M. McLoughlin, conductor; E. H. Williams, engineman.

September 11th.—Geo. Hein, injured at Meadows Yard, N. J. Peter Noon, conductor; J. Daly, engineman.

September 14th.—Phillip Kelly, injured at Harsimus Cove, Jersey City, N. J. J. Leonard, conductor; A. Hammell, engineman.

September 20th.—Wm. Van Slyke, injured at Waverly, N. J. W. G. Sisson, conductor; F. Disbrow, engineman.

September 20th.—F. McMahon, injured at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; T. Mooney, engineman.

September 22d.—Edward Briody, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; Wm. E. Bennett, engineman.

September 24th.—H. D. Woods, injured at Harsimus Cove, Jersey City, N. J. Wm. H. Banfield, conductor; H. H. Blore, engineman.

September 24th.—M. McGovern, injured at Harsimus Cove, Jersey City, N. J. M. McGovern, conductor; W. Rolf, engineman.

September 24th.—C. F. Elliott, injured at Rahway, N. J. J. Brown, conductor; W. Williams, engineman.

September 29th.—J. T. Neely, injured at Princeton, N. J. J. Wilcox, conductor; M. Hogan, engineman.

October 1st.—Thos. J. Mulcahy, injured at Meadows, N. J. P. F. Corey, conductor; W. C. Jennings, engineman.

October 6th.—C. N. Connard, injured at Meadows Yard, N. J. H. Linthurst, conductor; J. McElroy, engineman.

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October 8th.—C. F. Curtis, H. P. Eaton, Joseph Killey, injured at Menlo Park, N. J. S. Knowles, conductor; J. Killey, engineman.

October 8th.—Joseph Fallon, injured at Meadows, N. J. J. Fallon, conductor; W. H. Holland, engineman.

October 11th.—C. Barnes, injured at Jersey City, N. J. W. D. Fitzer, conductor; R. Y. McCall, engineman.

October 11th.—J. Gilkyson, injured at Meadows, N. J. J. Gilkyson, conductor; P. J. Lawton, engineman.

October 12th.—W. I. Hetherington, fatally injured at Trenton, N. J. R. T. Elder, conductor; J. A. Boehm, engineman.

October 15th.—Robert F. Kellett, injured at Harrison, N. J. J. A. Foster, conductor; C. W. Wenks, engineman.

October 19th.—Geo. Greenleaf, injured at Jersey City, N. J. T. Delteure, conductor; M. Packer, engineman.

October 20th.—John Deveney, injured at Meadows Yard, N. J. J. P. Stout, conductor; W. P. Vanhorn, engineman.

October 26th.—John T. Neely, injured at Millham, N. J. T. Van Horn, conductor; W. F. Matthews, engineman.

October 30th.—Wm. B. Winner, injured at Waverly, N. J. W. B. Winner, conductor; A. H. Howell, engineman.

October 31st.—D. A. Jordan, injured at Trenton, N. J. Jos. Ward, conductor; F. Vanarsdale, engineman.

October 31st.—S. A. Stokes, injured at Trenton, N. J. J. D. Dyer, conductor; V. Conover, engineman.

November 1st.—M. J. Ryan, injured at Trenton, N. J.

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November 1st.—Albert Green, injured at Waverly, N. J. Albert Green, conductor; Jos. Norton, engineman.

November 2d.—F. P. Mulhearn, injured at Jersey City, N. J. L. Corley, conductor; F. L. Bradley, engineman.

November 2d.—John Flynn, injured at Harsimus Cove, Jersey City, N. J. W. Myers, conductor; L. C. Mahoney, engineman.

November 4th.—A. L. Smith, injured at Meadows Yard, N. J. A. L. Smith, conductor; J. R. Todd, engineman.

November 5th.—B. Rose, killed at Rahway, N. J. Wm. Connors, conductor; D. Carr, engineman.

November 6th.—Thos. Moore, injured at Waverly, N. J. I. Arnold, conductor; Wm. Neumacker, engineman.

November 14th.—Geo. Arnold, injured at Waverly, N. J. ———, conductor; ———, engineman.

November 20th.—Charles Richards, injured at Trenton, N. J. C. S. Schocks, conductor; J. G. Warwick, engineman.

November 23d.—Alonzo Robb, injured at Trenton, N. J. C. Linthurst, conductor; A. Robb, engineman.

November 24th.—John Boyle, injured at Harsimus Cove, Jersey City, N. J. J. A. Kenihan, conductor; H. Blore, engineman.

November 24th.—John O'Connell, injured at Trenton, N. J. P. L. Olsen, conductor; J. B. Sweet, engineman.

November 25th.—W. H. Crowley, injured at Newark, N. J. G. A. Carhart, conductor; A. H. Howell, engineman.

November 25th.—Elmer E. Ripley, injured at Monmouth Junction, N. J. P. R. Snook, conductor; H. E. Sterling, engineman.

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November 25th.—H. T. Lounberg, injured at Jersey City, N. J. E. J. Armstrong, conductor; G. C. Moot, engineman.

November 25th.—G. B. Clemens, injured at Princeton, N. J. H. W. Priest, conductor; M. Hogan, engineman.

November 27th.—R. Barrett, injured at Waverly, N. J. Jos. Ward, conductor; F. Shotwell, engineman.

November 30th.—E. A. Doyle, injured at Meadows Yard, N. J. P. H. Beresford, conductor; W. J. Mannion, engineman.

December 2d.—L. Robbins, killed at Newark, N. J. W. A. Bingham, conductor; Wm. Powers, engineman.

December 4th.—W. G. Heaton, injured at Princeton Junction, N. J. J. Ward, conductor; F. Shotwell, engineman.

December 5th.—J. Kane, injured at Delair, N. J. J. H. Fellows, conductor; E. Mount, engineman.

December 7th.—Thos. K. Duke, injured at Harsimus Cove, Jersey City, N. J. W. Banfield, conductor; G. C. Freeman, engineman.

December 11th.—Wm. O. Jennings, T. J. Mulcahy, injured at Woodbridge, N. J. D. W. Ellison, conductor; W. C. Jennings, engineman.

December 12th.—B. H. La Point, injured at Woodbridge, N. J. H. E. Oppel, conductor; P. D. Regan, engineman.

December 14th.—A. S. Smith, injured at Meadows, N. J. H. A. Linthurst, conductor; J. McElroy, engineman.

December 16th.—Frank Wyman, injured at Harsimus Cove, Jersey City, N. J. F. Courtney, conductor; Geo. Blakey, engineman.

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December 17th.—E. H. Evans, injured at Harrison, N. J. Geo. Barkman, conductor; F. E. Pierce, engineman.

December 17th.—J. Van Duyn, injured at Millham, N. J. F. Easterline, conductor; J. B. Sweet, engineman.

December 19th.—Henry Rupp, injured at Jersey City, N. J. H. Rupp, conductor; R. Y. McCall, engineman.

December 22d.—James Cyples, injured at Millstone Junction, N. J. T. Van Horn, conductor; J. Spille, engineman.

December 23d.—Patrick Marley, killed at Harsimus Cove, Jersey City, N. J. M. Purcell, conductor; Jas. Doyle, engineman.

December 24th.—Harry Stewart, injured at Harsimus Cove, Jersey City, N. J. C. Linthurst, conductor; S. Zanes, engineman.

December 25th.—J. Fauley, injured at Princeton, N. J. M. S. Mason, conductor; R. T. Bruere, engineman.

December 26th.—Chas. J. Kenner, injured at Plainsboro, N. J. F. W. Neal, conductor; W. E. Barrett, engineman.

December 26th.—F. Farber, injured at South Elizabeth, N. J. F. Farber, conductor; G. Plant, engineman.

December 28th.—P. G. Conroy, injured at Newark, N. J. W. B. Winner, conductor; A. H. Howell, engineman.

December 31st.—Wm. E. Ferrell, injured at Meadows Yard, N. J. J. P. Clarke, conductor; F. Ethridge, engineman.

*Employes killed or injured by accident as stated.*

January 1st.—John Graham, shoulder dislocated by falling from a car at East Brunswick, N. J. L. E. Burt, conductor; W. J. Burton, engineman.

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January 6th.—J. W. Batterson, contusion of leg by falling over track at East Brunswick, N. J. W. S. Bingham, conductor; F. Miller, engineman.

January 6th.—Joseph Lythgoe, hip fractured by falling through bridge at Metuchen, N. J. Joseph Lythgoe, conductor; F. Shetwell, engineman.

January 13th.—Henneth Day, fatally injured by being caught between a car and platform at Harsimus Cove, Jersey City, N. J. —— ——, conductor; —— ——, engineman.

January 15th.—I. Vanpelt, nose lacerated by an unknown object projecting from a passing freight train at Waverly, N. J. O. Swenson, conductor; I. Vanpelt, engineman.

January 16th.—P. J. Martin, face injured by falling from a car at Harsimus Cove, Jersey City, N. J. P. A. Higgins, conductor; J. B. Fine, engineman.

January 17th.—Tony Myneheer, head injured by being struck by engine while working on the track at Newark, N. J. A. F. Waters, conductor; H. Hoesly, engineman.

January 25th.—F. W. Winner, hip bruised by being caught between a wagon and a car at Harrison, N. J. George Barkman, conductor; H. Hoesly, engineman.

January 30th.—W. L. Dale, contusion of hip and side by falling from tank of engine at New Brunswick, N. J. W. A. Bingham, conductor; B. Graham, engineman.

February 10th.—John McVey, injured about the face and head by broken glass on engine at Jersey City, N. J. T. A. Brooks, conductor; H. Martindale, engineman.

February 12th.—Joseph A. Gallagher, contusion of shoulder by falling from off a car at Harsimus Cove, Jersey City, N. J. S. Benard, conductor; W. M. Rue, engineman.



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February 12th.—S. Boulton, face lacerated in collision at Waverly, N. J.

February 12th.—E. Wilson, bruised in collision at Waverly, N. J.

February 12th.—G. Hetzel, killed in collision at Waverly, N. J. E. C. Jones, conductor; George Hetzel, engineman.

February 19th.—Jos. Peters, fatally injured by being struck by an engine while working on the track at Rahway, N. J. J. B. Miller, conductor; W. H. Peabody, engineman.

February 22d.—J. W. Coyne, P. Kiernan, P. J. Mullin, Wm. Kelty, slightly injured by being struck by cars while crossing the tracks at Jersey City, N. J. J. C. Kelly, conductor; E. Titman, engineman.

February 26th.—W. Mershon, head lacerated by striking flagman's shanty at Newark, N. J. L. R. Booz, conductor; J. Monroe, engineman.

March 5th.—P. Gilmartin, contusion of chest by being struck by an engine while working on the track at Jersey City, N. J. B. F. Ellison, conductor; F. H. Silvers, engineman.

March 5th.—George Bennett, scalp wound by being struck by canal bridge at Trenton, N. J. F. Ehringer, conductor; R. W. Killian, engineman.

March 18th.—E. C. Brownie, laceration of head, eye and nose, also foot mashed, by being struck by a car while throwing a switch at Jersey City, N. J. J. J. Bloomer, conductor; C. E. Nugers, engineman.

March 18th.—S. Dagastini, killed by being struck by an engine at Waverly, N. J. L. D. Bunn, conductor; E. S. Norton, engineman.

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March 20th.—M. Cosgrove, ankle sprained by falling over track at South Amboy, N. J. G. W. Hoffman, conductor; C. E. Cook, engineman.

March 21st.—S. Barr, shoulder injured by falling from engine into a pit at Harsimus Cove, Jersey City, N. J. R. D. Titus, conductor; S. Barr, engineman.

April 5th.—S. Simon, broken rib by being struck by engine while crossing the tracks at Newark, N. J. B. W. Rulon, conductor; E. Vaughn, engineman.

April 11th.—R. B. Pidcock, face lacerated by broken glass from car window at East Brunswick, N. J. G. B. Sutts, conductor; H. M. Ayers, engineman.

May 1st.—G. R. Payne, killed in collision at Rahway, N. J. L. F. Shine, conductor; H. C. Moore, engineman.

May 2d.—A. McKay, Jr., arm and wrist broken by falling from car at Marion, N. J. M. Kindrich, conductor; George Gillon, engineman.

May 8th.—J. Kimmitt, contusion of shoulder and head lacerated by being struck by engine in Meadows Yard, N. J. W. Webber, conductor; W. P. Smith, engineman.

May 10th.—Jos. Mengen, scalp wound by being struck by a train at Newark. B. W. Rulon, conductor; F. Roberts, engineman.

May 28th.—W. Kritser, Jr., shoulder wrenched by raking fire on engine at Lawrence, N. J. T. Stackhouse, conductor; F. Crispin, engineman.

May 28th.—John Myers, eye lacerated by striking stand-pipe while jumping from engine at Harsimus Cove, Jersey City, N. J. J. A. Quinn, conductor; W. L. Murweis, engineman.

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June 4th.—J. A. Allibone, contusion of knee by falling while going over car at Elizabeth, N. J. W. F. Webber, conductor; W. P. Smith, engineman.

June 7th.—Alonzo Fusilo, face and ear lacerated by falling from a car at Trenton, N. J. A. Buller, conductor; S. Bard, engineman.

June 10th.—L. H. Horton, foot slightly injured by a grate bar falling on it in car at Deans, N. J. A. Reed, conductor; E. F. Roe, engineman.

June 12th.—A. E. Pullen, contusion of wrist and back sprained by falling in car at Newark, N. J. A. E. Pullen, conductor; H. Fliegauf, engineman.

June 12th.—Gus Allen, killed while crossing the tracks at Waldo avenue yard, Jersey City, N. J. Wm. Bransom, conductor; J. Toms, engineman.

June 14th.—H. McFadden, face burned while lighting fire in car by the use of oil at Millham, N. J. E. O. Reitzel, conductor; L. N. Allison, engineman.

June 15th.—Wm. C. Lees, ankle sprained while getting off car in Meadows Yard, N. J. H. Muller, conductor; Wm. Smith, engineman.

June 21st.—M. Mihalyko, head and face lacerated by being struck by a car at Millham Junction, N. J. A. Jones, conductor; A. Robb, engineman.

June 24th.—James Cook, contusion of hip, leg and elbow by falling in ash-pit at New Brunswick, N. J. C. W. Parks, conductor; J. Cook, engineman.

July 1st.—F. R. Storms, contusion of hip by being struck by bridge girder at Harsimus Cove, Jersey City, N. J. P. Burke, conductor; J. Regab, engineman.

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July 14th.—George Auchter, scalp wound by striking wall of new elevation at New Brunswick, N. J. W. C. Knowles, conductor; George Auchter, engineman.

July 14th.—John McGuire, killed at New Brunswick, N. J. —— ——, conductor; —— ——, engineman.

July 25th.—L. Conley, contusion of legs by being struck by a plank that was caught up by a car at Jersey City, N. J. L. Conley, conductor; J. Slater, engineman.

July 26th.—Charles Woerner, contusion of hip by being caught between stand-pipe and engine at Millham, N. J. A. F. Jones, conductor; A. Robb, engineman.

July 31st.—H. T. Lowenberg, contusion of leg by being struck by brake-wheel on car at Harsimus Cove, Jersey City, N. J. C. McCabe, conductor; C. Cowens, engineman.

August 12th.—Stephen Wands, ankle sprained by jumping from off an engine at Harsimus Cove, Jersey City, N. J. M. A. Murphy, conductor; F. Martin, engineman.

August 13th.—E. C. Price, contusion of foot by iron radiator falling on it while loading car at Princeton Junction, N. J. G. A. Holl, conductor; M. Hogan, engineman.

August 17th.—Charles Leffer, contusion of hip by being struck by cars at Jersey City, N. J. A. McTaggart, conductor; G. Robson, engineman.

August 18th.—J. Mononoski, head injured by being struck by an engine at Meadows Yard, N. J. P. R. Snook, conductor; J. Spille, engineman.

August 21st.—R. B. Hyland, knee sprained while getting down off a car at Meadows Yard, N. J. Thomas Coyne, conductor; J. C. Lee, engineman.

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August 26th.—W. H. Walker, ankle sprained while getting off a car at Lawrence, N. J. S. D. Stine, conductor; E. C. Seery, engineman.

August 27th.—W. C. Dugan, head lacerated and leg injured by falling while getting on a car at East Brunswick, N. J. B. F. Wiltse, conductor; J. Hubbs, engineman.

September 4th.—James Doyle, finger mashed by catching it in car door at Trenton, N. J. T. H. Carroll, conductor; James Hall, engineman.

September 6th.—John Pressler, contusion of back by being struck by an engine at Meadows, N. J. T. Stackhouse, conductor; J. S. Sheerin, engineman.

September 11th.—H. E. Frederick, contusion of knee by being struck by switch lever at Rahway, N. J. R. E. Sibbit, conductor; C. Pilert, engineman.

September 13th.—John Misak, killed while patroling tracks at Rahway, N. J. J. S. Nolan, conductor; G. Quigley, engineman.

September 13th.—J. Leonard, contusion of back and legs by being struck by a push-pole at Harsimus Cove, Jersey City, N. J. M. McGovern, conductor; W. Wolf, engineman.

September 13th.—George Lutz, fatally injured in explosion at Marion, N. J.; J. J. Dooley, scalded and lacerated in explosion at Marion, N. J.; J. A. Allibone, back injured in explosion at Marion, N. J.; W. Weber, ribs broken in explosion at Marion, N. J. W. Weber, conductor; G. Lutz, engineman.

September 18th.—Jos. Warish, contusion of thigh and wrist sprained while boarding train at Princeton, N. J. M. S. Mason, conductor; E. W. Brause, engineman.

September 18th.—Frank Bernott, killed while patroling tracks at New Brunswick, N. J. Wm. Messer, conductor; W. Laird, engineman.

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September 30th.—Patrick Gennoy, contusion of arm by being struck by a car at Jersey City, N. J. J. Fitzgerald, conductor; Ed. Rose, engineman.

October 2d.—Wm. H. Brison, head lacerated and shoulder bruised by being struck by a freight-car door that fell from a passing train at Monmouth Junction, N. J. M. H. Garrigan, conductor; F. Overbaugh, engineman.

September 5th.—J. Lyons, Jr., contusion of leg by being caught between a car at Waldo avenue yard, Jersey City. N. J. J. C. Meyer, conductor; T. E. Cody, engineman.

October 8th.—S. McCarthy, killed while walking on the tracks at Jersey City, N. J. B. F. Ellison, conductor; F. H. Silvers, engineman.

October 8th.—C. J. Silpath, killed in collision at Menlo Park, N. J.; J. L. Clark, injured in collision at Menlo Park, N. J. F. F. Vickery, conductor; F. Shipman, engineman.

October 29th.—Joseph Green, killed while crossing tracks at Marion, N. J. George Huncke, conductor; J. Sweeney, engineman.

October 30th.—Albert Heuer, leg broken by jumping from a car at Harsimus Cove, Jersey City, N. J. J. Geraghty, conductor; J. P. Mason, engineman.

November 4th.—Wm. C. Baker, shoulder dislocated and fingers mashed by being struck by engine at Harsimus Cove, Jersey City. J. Riley, conductor; J. C. Lee, engineman.

November 5th.—J. Johnson, injured in collision at Meadows, N. J. T. O'Donnell, conductor; J. Turner, engineman.

November 5th.—P. Byrne, broken finger and contusion of arm by being struck by an engine at Plainsboro, N. J. W. H. Merritt, conductor; A. Vandegrift, engineman.

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November 8th.—M. Conboy, arm broken by being struck by an engine at New Brunswick, N. J. A. Buckelew, conductor; J. McGrady, engineman.

November 10th.—S. Wands, killed at Meadows, N. J., by being run over by an engine. G. W. Allen, conductor; F. Vanarsdale, engineman.

November 14th.—P. J. Clair, hand crushed by being run over by a car at Meadows, N. J. H. W. Truax, conductor; Wm. Cooper, engineman.

November 26th.—C. M. Leslie, burnt by electric wires at Newark, N. J., while riding on top of a car. G. A. Carhart, conductor; A. H. Howell, engineman.

December 4th.—Charles Shindle, scalp wound and contusion of hip and leg by being struck by a car while throwing a switch at Meadows, N. J. M. Kind, conductor; M. F. Garrigan, engineman.

ACCIDENTS—AMBOY DIVISION.

*Persons killed by trains while crossing tracks.*

May 22.—John Leworthy, fatally injured, Moorestown, N. J. C. Hinchman, conductor; G. L. Morris, engineman.

June 6th.—Charles Earling, killed, Moorestown, N. J. C. Hinchman, conductor; G. L. Morris, engineman.

June 26th.—William Hart, killed, Camden, N. J. T. H. Jones, conductor; William Riley, engineman.

August 19th.—David Johnson, killed, Smithville, N. J. G. Sickles, conductor; A. Dare, engineman.

November 4th.—Joseph Holmes, killed, Beverly, N. J. W. B. Ludlow, conductor; H. Dewees, engineman.

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*Persons injured by trains while crossing tracks.*

January 28th.—William Knapton, head injured, Fish House, N. J. T. H. Jones, conductor; Wm. Riley, engineman.

February 19th.—William Hubbs, head and leg injured, Hainesport, N. J. John Clark, conductor; J. D. Huston, engineman.

May 28th.—Peter R. Boice, shoulder hurt, Freehold, N. J. J. Hampton, conductor; A. Savidge, engineman.

June 30th.—S. O. Mathis, hip bruised, Camden, N. J. H. McCall, conductor; Thos. Stanton, engineman.

July 1st.—Torris Nazerton, head crushed, Camden, N. J. L. Wilkinson, engineman.

August 15th.—Elsie Hurley, head hurt, Avon, N. J. T. H. Abbott, conductor; Geo. Baremore, engineman.

September 7th.—G. E. Spangler, side hurt, Pensauken, N. J. A. L. Berkley, conductor; J. Griffith, engineman.

October 15th.—C. D. Shields, head hurt, Pavonia, N. J. B. Griggs, conductor; C. M. Cable, engineman.

October 24th.—Thomas Wells, hand hurt, Riverside, N. J. H. G. Marter, conductor; Wm. Perry, engineman.

December 9th.—Michael McKeon, arm broken; David Ins, back hurt, West Palmyra, N. J. A. F. Perret, conductor; C. M. Cable, engineman.

*Persons killed by trains while walking or standing on tracks.*

January 18th.—Charles Mahand, killed, walking on track, Bordentown, N. J. J. M. Gordon, conductor; Geo. Schuyler, engineman.

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February 10th.—C. Dobson and T. Hernessy, killed, walking on tracks, Camden, N. J. D. R. Blizard, conductor; I. Worts, engineman.

February 15th.—Alice L. Wyckoff, killed, standing on tracks, Hightstown, N. J. T. H. Jones, conductor; Wm. Riley, engineman.

March 7th.—John Hitchens, killed, walking on track, East Burlington, N. J. Train unknown.

May 12th.—J. B. Figgs, killed, walking on track, Camden, N. J. Train unknown.

May 28th.—Kate Smith, killed, walking across track, Haddon Avenue, N. J. J. B. Matlack, conductor; A. D. Reynolds, engineman.

June 9th.—Asher Post, killed, walking on track, Edgewater Park, N. J. A. F. Perret, conductor; R. Stewart, engineman.

June 12th.—Unknown man, killed, walking on track, Cambridge, N. J. Train unknown.

July 3d.—Isaac Snyder, killed, walking on track, New Lisbon, N. J. John Clark, conductor; J. D. Huston, engineman.

October 17th.—Hugh Gallagher, killed, sitting on track bridge, Burlington, N. J. T. A. Robertson, conductor; J. B. Watts, engineman.

November 24th.—John H. Butcher, killed, walking on tracks, Camden, N. J. A. F. Perret, conductor; T. C. Jobes, engineman.

December 5th.—Edward Chance, killed, walking on tracks, Burlington, N. J. R. Sharp, conductor; J. B. Stults, engineman.

November 6th.—Emil Boynson, found dead under bridge, Bordentown, N. J. Train unknown.

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*Persons injured by trains while walking or standing on tracks.*

February 18th.—Patrick Cantwell, head hurt, walking on, track, Moorestown, N. J. S. G. Crockford, conductor; H. Swain, engineer.

April 2d.—Patrick McClosky, head hurt, walking on track, Bordentown, N. J. W. E. Brown, conductor; Charles Cain, engineman.

June 3d.—John Britton, foot hurt, standing on track, East Burlington, N. J. F. D. Deacon, conductor; H. Heirs, engineman.

September 7th.—William Daly, back hurt, walking on track, South Amboy, N. J. Robert Reamer, conductor; F. Morton, engineman.

December 2d.—Raymon Scott, hand hurt, walking on track, Camden, N. J. John Kelly, conductor; F. Potts, engineman.

*Persons killed or injured getting on or off moving trains.*

January 23d.—Matilda Lowe, knee hurt, getting off, Beverly, N. J. E. Deacon, conductor; T. D. Bunting, engineman.

January 28th.—F. Deifenback, hand hurt, getting off, Riverside, N. J. J. Dowell, conductor; B. F. Lucas, engineman.

February 14th.—George B. Prince, knee hurt, getting off, Dudley, N. J. E. Deacon, conductor; S. L. Turner, engineman.

February 14th.—William Dey, head hurt, getting off, Dudley, N. J. E. Deacon, conductor; S. L. Turner, engineman.

February 16th.—Bella B. Hugg, back injured, getting off, Camden, N. J. T. F. Higgins, conductor; J. A. Swyler, engineman.

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March 19th.—Frederick Warner, face hurt, getting off, Burlington, N. J. J. Dowell, conductor; B. F. Lucas, engineman.

April 22d.—Thomas Stanton, leg hurt, getting on, Camden, N. J. D. Ryan, conductor; H. P. Wilson, engineman.

May 10th.—Albert Schults, killed, getting on, Old Bridge, N. J. C. Drum, conductor; E. P. Worthley, engineman.

May 22d.—H. L. Cramer, shoulder hurt, getting on, Camden, N. J. J. J. Key, conductor; Riley Van, engineman.

August 1st.—J. Quinn, head hurt, getting off, Asbury Park, N. J. J. H. Duncan, conductor; E. S. Gulick, engineman.

August 21st.—Theresa Seldis, bruised, getting off, Morris, N. J. J. L. Richey, conductor; B. F. Lucas, engineman.

August 22d.—Frank Goblick, arm hurt, getting on, Deep Cut, N. J. Wm. Freeman, conductor; J. Buchanan, engineman.

September 5th.—Georgiana Fearn, arm hurt, getting off, Trenton, N. J. W. H. Read, conductor; B. F. Lucas, engineman.

October 4th.—S. P. Knapp, leg hurt, getting on, Whitings, N. J. Edward Stout, conductor; F. Stults, engineman.

October 8th.—S. E. Burr, shoulder and knee hurt, getting off, Bordentown, N. J. J. Gordon, conductor; A. Burnum, engineman.

October 21st.—Mrs. Dickerson, arm hurt, getting on, Camden, N. J. John P. Read, conductor; J. D. Huston, engineman.

November 1st.—Eden Bennett, side hurt, getting off, Avon, N. J. C. Hinchman, conductor; George E. Morris, engineman.

November 4th.—James McGrath, arm hurt, getting on, Dayton, N. J. Train unknown.

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November 3d.—Edgar Chapman, killed, getting off, playing on train, Bordentown, N. J. W. F. Kelly, conductor; W. B. Jobes, engineman.

*Persons killed or injured otherwise than as above stated.*

January 4th.—Florence G. Clemens, hip hurt, fall at station, Helmetta, N. J.

January 27th.—H. L. Purvis, hand hurt by car door, Bordentown, N. J. Edward Stout, conductor; G. H. Hudnut, engineman.

February 15th.—Mrs. H. B. Henry, lip cut by stop train, Kinkora, N. J. R. H. Robbins, conductor; R. Stewart, engineman.

March 5th.—W. H. Thompson, foot hurt by rail at station, Camden, N. J.

May 22d.—Henry Westcott, shoulder hurt, horse frightened, Howell, N. J. J. E. Hampton, conductor; E. E. Bouse, engineman.

June 5th.—Emma Smith, side hurt, fall at station, Camden, N. J.

July 12th.—Sarah Vannote, arm hurt by fall at crossing, Bay Head, N. J.

August 2d.—Ev. B. Lent, finger hurt by car door, Delair, N. J. T. A. Robertson, conductor; J. Jones, engineman.

August 16th.—C. H. Gilbert, arm hurt by car window, Dudley, N. J. J. L. Richey, conductor; A. J. Downs, engineman.

August 19th.—A. Frenzel, knee hurt by fall at station, Camden, N. J.

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August 30th.—C. H. Margerum, E. Fay, J. W. Jarrett and Wm. Chamberlain, slight, in collision, Lenola, N. J. J. H. Hartman, conductor; Wm. Perry, engineman.

September 1st.—B. Cameron, back hurt, fall from car, Camden, N. J. W. R. Adams, conductor; F. Potts, engineman.

October 11th.—Mrs. H. R. Bright, knee hurt by fall, collision, Stevens, N. J. J. Dowell, conductor; B. F. Lucas, engineman.

October 13th.—Joel H. Stow, bruised by fall from freight car, Riverton, N. J. J. N. Newell, conductor; J. Stanton, engineman.

October 15th.—Gerald Fritzgerald, arm hurt by collision, shifting, Camden, N. J.

October 17th.—C. W. Eagen, shoulder hurt, fall at station, Englishtown, N. J.

October 23d.—Joseph Waconski, head hurt, fall at station, Hainesport, N. J.

December 4th.—Mrs. J. R. Barret, leg hurt, derailment, Camden, N. J. C. F. McClure, conductor; E. Thomas, engineman.

December 24th.—H. W. Herbert, back hurt by truck at station, Jamesburg, N. J.

*Employes killed or injured, coupling or handling cars.*

January 4th.—T. B. Craig, brakeman, hand hurt, handling cars, Smithville, N. J. R. H. Robbins, conductor; R. Stewart, engineman.

April 4th.—A. L. Apply, brakeman, body hurt, coupling cars, Pavonia, N. J. L. Hansel, conductor; Wm. Applegate, engineman.

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April 4th.—John C. Stroud, brakeman, chest hurt, handling cars, Hainesport, N. J. J. N. Newell, conductor; Thomas Stanton, engineman.

May 22d.—H. Bolestridge, car inspector, hand hurt, coupling, Camden, N. J. A. J. Clement, conductor; T. Albertson, engineman.

June 5th.—W. C. Todd, brakeman, foot hurt, handling cars, Camden, N. J. Dennis Ryan, conductor; H. P. Wilson, engineman.

June 11th.—Geo. I. Messlor, brakeman, killed, handling cars, Allenwood, N. J. Jos. Scranton, conductor; A. Dare, engineman.

June 12th.—W. H. Dey, brakeman, foot hurt, handling cars, Jamesburg, N. J. Wm. Gross, conductor; D. Emmons, engineman.

July 19th.—Martin Noble, topman, arm hurt, coupling cars, South Amboy, N. J. Shifting cars.

August 7th.—J. W. Boyce, conductor, body hurt, coupling cars, South Amboy, N. J. J. W. Boyce, conductor; D. VanDusen, engineman.

September 2d.—Adam Saul, foot crushed, coupling cars, Camden, N. J. L. R. Corson, conductor; J. Hatch, engineman.

September 13.—Levi C. Giles, brakeman, killed, handling cars, Helmetta, N. J. A. J. Cheshire, conductor; A. Fennimore, engineman.

September 15th.—Gustave Wentzel, car repairman, killed, handling cars, South Amboy, N. J. K. Finley, conductor; H. C. McDowell, engineman.

September 20th.—J. F. Brennen, brakeman, foot hurt, handling cars, South Amboy, N. J. A. M. Slover, conductor; F. McGill, engineman.

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October 6th.—W. H. Carman, fireman, killed, coupling cars, Burlington, N. J. F. D. Deacon, conductor; W. W. Watts, engineman.

October 10th.—John Reed, brakeman, killed, handling cars, Merchantville, N. J. Chas. S. Toy, conductor; H. Crispin, engineman.

October 15th.—N. W. Cox, brakeman, head hurt by station roof, handling cars, Hartford, N. J. D. Beatty, conductor; W. Griscom, engineman.

December 10th.—Wm. Guise, Jr., topman, body bruised, handling cars, South Amboy, N. J. Running cars.

December 11th.—L. B. Maggioncaldo, brakeman, hand hurt, coupling cars, Camden, N. J. F. P. Dowell, conductor; Geo. Wilkinson, engineman.

December 21.—Chas. E. Black, brakeman, killed, coupling cars, Camden, N. J. Wm. Bessey, conductor; J. Parsons, engineman.

December 22d.—T. J. Connors, brakeman, ankle hurt, drilling cars, S. Amboy, N. J. C. K. Freeman, conductor; W. Riley, engineman.

*Employes killed or injured otherwise than as above stated.*

January 2d.—Daniel Detweiler, brakeman, head hurt by engine, Jamesburg, N. J. Joseph Kerner, conductor; S. Mullen, engineman.

January 30th.—William Eagleson, laborer, leg hurt by fall, Camden, N. J.

February 4th.—Edward Malan, engineer; J. Sweeny, fireman, bruised in collision, Jamesburg, N. J. D. Wilson, conductor; E. Malan, engineman.

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February 19th.—H. H. Kirkbridge, laborer, leg hurt, handling freight, Camden, N. J.

March 14th.—D. F. Cromiller, laborer, hand hurt by rail, Pavonia, N. J.

March 19th.—Lewis Trimley, boilermaker, hand, by grate, Pavonia, N. J.

April 11th.—F. F. Bell, brakeman, hand hurt by car door, Lenola, N. J. E. A. Jemison, conductor; H. Crispin, engineman.

April 15th.—Thomas Lane, shopman, hand hurt by sledge, South Amboy, N. J.

April 14th.—Thomas Rountree, topman, hand hurt by wrench, South Amboy, N. J.

April 15th.—H. H. Phillips, shopman, back hurt by lifting, Camden, N. J.

May 1st.—Fred. Wilson, bridgeman, bruised by fall from bridge, Delanco, N. J.

May 5th.—William Simpkins, laborer, foot hurt by rail, Florence, N. J.

May 10th.—J. J. Downs, topman, killed by fall from pier, South Amboy, N. J.

May 22d.—S. P. Wort, shopman, arm hurt, fall at shops, Camden, N. J.

May 23d.—F. D. Haggerty, clerk, arm hurt by fall in yard, Camden, N. J.

June 1st.—W. H. Ellerson, brakeman, leg hurt by fall at station, South Amboy, N. J.



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June 6th.—Robert Farrow, lamplighter, killed by fall, Riverton, N. J.

June 24th.—Herbert Batten, laborer, feet hurt by crate, Camden, N. J.

June 27th.—J. Bruden, engineer; J. H. Bostvick, machinist, face and arms burned by explosion, Camden, N. J.

July 13th.—William R. Frost, brakeman, killed, overhead bridge, Columbus, N. J. C. S. Toy, conductor; H. Crispin, engineman.

July 15th.—P. F. Tilton, engineer, killed; Jos. Scranton, conductor, foot hurt; F. H. Connell, brakeman, foot hurt, in collision, Branchport, N. J. Jos. Scranton, conductor; P. F. Tilton, engineman.

July 30th.—Charles Keane, topman, head hurt, striking car, South Amboy, N. J.

August 5th.—John Crooks, wheeler, head hurt, fall on pier, South Amboy, N. J.

August 13th.—George Harris, laborer, foot hurt by tie, Bordentown, N. J.

August 14th.—I. E. Boeder, laborer, head and arm hurt, handling supplies, Camden, N. J.

August 17th.—E. L. Lovett, wiper, face and hand burned, at work, Camden, N. J.

August 23d.—George Williams, brakeman, leg hurt by bridge, Edgewater Park, N. J. C. E. Stewart, conductor; William Way, engineman.

August 29th.—David Ahern, laborer, foot hurt, handling freight, Camden, N. J.

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September 2d.—W. G. Dean, shopman, back hurt, fall at work, Camden, N. J.

September 8th.—Albert App, laborer, leg broken, handling ties, East Burlington, N. J.

August 25th.—Howard Buckelew, laborer, face hurt by chain, Camden, N. J.

September 9th.—G. F. Hoover, truck builder, hand hurt, at work, Camden, N. J.

September 9th.—Isaac Hughes, blacksmith, shoulder hurt by bucket, Camden, N. J.

September 11th.—William Connell, brakeman, knee hurt by switch, Bordentown, N. J.

September 13th.—Salvatoro Cerabone, laborer, leg hurt by pick, Camden, N. J.

September 15th.—E. H. Cook, machinist, back hurt by fall at work, Camden, N. J.

September 22d.—P. P. Maciorowsky, carpenter, hand hurt by tools, South Amboy, N. J.

September 23d.—George L. Hayes, carpenter, foot hurt by timber, South Amboy, N. J.

October 2d.—Ygnac Clinski, laborer, head hurt by fall on pier, South Amboy, N. J.

October 5th.—T. L. Edwards, machinist, foot hurt by wheel, Camden, N. J.

October 15th.—Sip Bell, brakeman, head hurt by draw signal, Hainesport, N. J. A. S. Curlis, conductor; W. Griscom, engineman.

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October 20th.—C. Frankfield, laborer, hand hurt, handling rail, Trenton, N. J.

October 21st.—Jos. Wilson, foreman, carpenter, leg hurt by fall, S. Amboy, N. J.

October 21st.—E. H. Brower, carpenter, leg hurt by tie, Burlington, N. J.

October 21st.—Edward Mullen, brakeman, by fall in yard, South Amboy, N. J.

October 26th.—G. R. Rowe, brakeman, killed by overhead bridge, Jamesburg, N. J. C. Bickard, conductor; Geo. Wilhelm, engineman.

October 27th.—Edward Pope, carpenter, hand hurt by bolster, South Amboy, N. J.

October 27th.—Lewis Elms, engine cleaner, foot hurt by fall, S. Amboy, N. J.

October 29th.—H. N. Phillips, truck builder, hand hurt by truck, Camden, N. J.

November 3d.—J. C. Walker, brakeman, foot hurt by freight, Bordentown, N. J.

November 4th.—J. W. Brady, leg crushed, fell from engine, Camden, N. J. Wm. Bessy, conductor; J. Parsons, engineman.

November 8th.—Henry Ely, ship carpenter, foot hurt by plank, South Amboy, N. J.

November 12th.—W. M. McIntire, brakeman, head bruised by overhead bridge, Jamesburg, N. J. W. C. Morrey, conductor; V. H. Worrell, engineman.

November 17th.—Theo. Bens, machinist, hand hurt by hammer, Camden, N. J.

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November 25th.—Matthew Scully, topman, hand hurt by maul, South Amboy, N. J.

November 29th.—Vicenso Santim, laborer, ribs broken, struck by engine, Burlington, N. J. L. W. Eler, conductor; J. Worts, engineman.

November 26th.—Edward Gallagher, machinist, foot hurt, fall at shops, South Amboy, N. J.

December 2d.—W. W. Freeman, laborer, hand hurt by handling wheel, S. Amboy, N. J.

December 5th.—P. Daritis, laborer, killed, by cars drilling, Camden, N. J. W. Pitman, conductor; J. Zanes, engineman.

December 3d.—C. Gerney, watchman, arm hurt by boy stealing coal, Camden, N. J.

December 9th.—G. M. Dougherty, brakeman, side hurt by fall from car, Camden, N. J. A. Applegate, conductor; P. F. Mount; engineman.

December 23d.—W. J. McCully, fireman, face hurt by switch lever, South Amboy, N. J.

December 24th.—Tony Olszewski, topman, head hurt by fall from pier, S. Amboy, N. J.

December 23d.—Miak Glinski, topman, foot hurt, unloading freight, S. Amboy, N. J.

December 29th.—John Proctor, Watchman, side hurt by fall in the dark, South Amboy, N. J.

No conductor or engineman has been discharged on account of any of the above accidents.

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## VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Vincentown Branch of the Burlington County Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $25,000 00 |
| Bonded debt, | 15,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | $40,000 00 |

The road extends from Ewansville, N. J., to Vincentown, N. J., a distance of 2.84 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company at an annual rental of six per cent. on the $15,000 capital stock held by individuals, interest on funded debt of $15,000 assumed and paid by the Pennsylvania Railroad Company at maturity, and taxes.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

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Sworn and subscribed before me this 2d day of February, A. D. 1903.

H. C. Ross,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $1,270 27 |
| Income from freight, | 2,034 32 |
| Income from other sources, | 609 12 |
| Total, | $3,913 71 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $5,544 48 |

Dividends paid during the year 1902, and how paid—Two dividends of three per cent. each on $15,000 stock, payable in cash.

P. O. address of this company—General office, Pennsylvania Railroad Company, Philadelphia, Pa.

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## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, ..... | $600,000 00 |
| Cost of road and equipments, at foreclosure sale, $10,000.00; since added, $131,250.52, ..... | $141,250 52 |

The road extends from Atsion to Bay Side, a distance of 46.82

It is equipped and operated as a part of the New Jersey Southern Railway Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

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Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $1,800,000 00 |
| Bonded debt, | 1,394,000 00 |
| Floating debt, | 4,701 87 |
| Cost of road and equipments, | $3,198,701 87 |

The road extends from New Hampton Junction to Delaware river, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is Vice-President of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 11th day of February, A. D. 1903.

C. HOWARD,
*Notary Public New York County.*

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Dividends paid during the year 1902, and how paid—$126,000 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

October 10th.—Wilford Fletcher, brakeman, right leg amputated; in descending ladder of freight car missed last step and fell to track and wheels of car passed over him.

October 14th.—Jesse O. Mick, night watchman, killed; struck by train.

October 21st.—A. J. Le Bar, trainman, contusions of left foot and right hip, abrasion of right forearm; slipped from step of car.

December 19th.—Michael Bonika, trespasser, killed; struck by train while picking coal.

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## WEST END RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $43,700 00 |
| Cost of road and equipments, | $42,931 45 |

The road extends from East Long Branch to West End, a distance of 1.55 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

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P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## WEST JERSEY AND SEASHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted tc the Comptroller by the railroad companies of the State, the West Jersey and Seashore Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $5,056,050 00 |
| Bonded debt, | 4,986,800 00 |
| Floating debt—None. | |

| | |
|---|---|
| Cost of road and equipments, | $10,244,242 10 |

Dividends paid during the year 1902, and how paid—Two of two and one-half per cent. each, in cash, on the common capital stock, and two of three per cent. each, in cash, on the special guaranteed stock.

| The road extends from— | *Miles.* |
|---|---|
| Camden to Cape May, N. J., | 80.92 |
| Woodbury to Penn's Grove, N. J., | 19.99 |
| Woodbury to Salem, N. J., | 28.39 |
| Branch in Salem, N. J., | 1.27 |
| Elmer to Riddleton Junction, N. J., | 10.38 |
| Alloway Junction to Quinton, N. J., | 4.22 |
| Glassboro to Bridgeton, N. J., | 19.68 |
| Main street, north of old passenger station, to Pearl and Lemon streets in Bridgeton, N. J., | 1.67 |
| Manumuskin to Maurice river, opposite Port Norris, N. J., | 9.76 |
| Newfield to junction with West Jersey and Seashore Railroad near Atlantic City, N. J., | 32.60 |
| Pleasantville to Somers' Point, N. J., | 7.14 |
| Sea Isle Junction to Sea Isle City, N. J., | 4.79 |
| Sea Isle City to Second Street Pier, Ocean City, N. J., | 11.68 |
| Sea Isle City to Stone Harbor, N. J., | 9.14 |

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| | Miles. |
|---|---|
| Anglesea Junction to Holly Beach, N. J., | 7.24 |
| Camden to Atlantic City, N. J., | 58.73 |
| Absecon Inlet to Albany avenue in Atlantic City, N. J., | 3.04 |
| Junction Atlantic City Branch at Albany avenue, Atlantic City, to Longport, N. J., | 5.67 |
| West Jersey and Seashore Railroad, at draw-bridge, Atlantic City, N. J., to junction with South Atlantic City Branch, near Providence avenue, south of Chelsea, | 1.23 |
| Haddonfield to Medford, N. J., | 11.98 |
| Total, | 329.52 |

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $2,446,192 04 |
| Income from freight, | 1,025,956 19 |
| Income from other sources, | 329,169 61 |
| Total, | $3,801,317 84 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $2,812,083 54 |

P. O. address of the above company—General office, Pennsylvania Railroad Company, Philadelphia, Pa.

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1903.

HUGH B. ELY,
*M. C. C., State of New Jersey.*

ACCIDENTS.

February 7th.—William E. and Louis K. Stanwood, injured by being struck by a train at Mickle street, Camden.

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February 10th.—Mrs. John Praconick, killed, and Miss Lizzie Miscuk, injured while picking coal and trespassing on tracks near Viola street, Camden.

February 15th.—H. G. Newton, injured by being caught between moving cars, between which he was carelessly passing, in Atlantic City yard, Atlantic City.

February 26th.—Wm. C. Garrison, killed by being caught between car and freight platform at Sitley & Co.'s elevator, near Bulson street, Camden.

March 12th.—John W. Gardiner and wife, instantly killed by being struck by a train near Harding.

March 29th.—George Worrell, injured in consequence of jumping from moving train at Pitman, N. J.

May 9th.—Franco Carano, killed by being struck by train at Haddonfield road crossing, Berlin.

May 9th.—Joseph Burns, a minor child, injured while trespassing on tracks at Gloucester, N. J.

May 29th.—Peter Towlio, injured in attempting to board a moving freight train at Kaighn avenue, Camden.

June 7th.—Angelo Fogletti, instantly killed while crossing tracks at Caldwell's crossing, Hammonton.

June 6th.—Joseph Shapley, injured while driving over tracks at Browning road crossing, Westville.

July 4th.—Unknown man, struck and instantly killed while crossing the tracks at Woodbury Heights.

July 27th.—William H. Tucker, killed while trespassing on tracks at Newfield.

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August 12th.—Benjamin Prosser, instantly killed while carelessly working under freight cars near Haddonfield.

August 20th.—Patrick Phelan, watchman, struck and instantly killed by moving engine in Woodbury yard, Woodbury.

September 23d.—Giosippo Poccoli, instantly killed by falling from moving work train at Haddonfield.

October 7th.—George Simpson, struck and instantly killed by train at Pitman, N. J.

October 9th.—Thomas Penn, struck and instantly killed while trespassing on tracks near Mullica Hill road crossing, Woodbury.

October 21st.—George B. Martin, yard conductor, injured by being struck by moving freight car in Coopers Point yard, Camden.

October 7th.—Robert Sharp, struck and instantly killed while driving over tracks at Market street, Camden.

October 23d.—Mrs. Elizabeth Cooper, struck by train at Benson street, Camden.

October 13th.—J. F. Tanser, brakeman, injured in collision of cars of freight train, extra 10, at Wenonah.

November 19th.—Theodore Hickman and Christian Kreutzberger, injured by being struck by train while driving over tracks at City Line.

December 19th.—Vincenzo D'erano, a laborer, killed by being caught between gravel bank and train of cars at Doughty gravel pit.



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## WEST SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $10,000,000 00 |
| Bonded debt, | 50,000,000 00 |
| Cost of road and equipments, | $60,000,000 00 |

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—W. H. Newman, being duly sworn, on his oath says, that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 14th day of February, A. D. 1903.

J. P. McMahon,
*Notary Public in and for Queens County, N. Y.*

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RECEIPTS AND EXPENSES FOR 1902.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, New York county, *ss.*—John Castensen, Fourth Vice-President of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1902, is correct and true to the best of his knowledge and belief.

J. CASTENSEN.

Sworn and subscribed before me this 14th day of February, 1903.

J. P. McMAHON,
*Notary Public in and for Queens County, N. Y.*

ACCIDENTS.

January 2d.—John Poland, brakeman, killed, fell in front of moving car and was run over. Engine 365, West Englewood. —— ——, conductor; J. O. Crawford, engineman.

January 9th.—James Bradley, while climbing over between cars they were moved and his right foot was crushed. Weehawken.

January 10th.—Wm. McComb, struck and killed while crossing track. Train 7, Weehawken. J. M. Stewart, conductor; W. Curran, engineman.

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January 24th.—James R. Conniff, brakeman, killed, fell between cars and was run over. Extra 584, New Durham. C. O'Brien, conductor; Thos. Gregory, engineman.

January 31st.—Cornelius Van Es, struck and killed while driving over private crossing. Train 69, Little Ferry. J. M. Stewart, conductor; Dennis Shea, engineman.

January 31st.—John Wood, conductor, jumped from moving car and slipped and struck head against oil box of following car. Extra 238, *Jersey City. John Wood, conductor; T. Warnock, engineman.

February 4th.—James Keeney, hand crushed between door of refrigerator car and passing train. Weehawken.

February 19th.—Antonio O'Liva, section laborer, struck and injured while cleaning snow from track. Train 24, New Durham. J. W. Hawley, conductor; A. Johnson, engineman.

March 4th.—Anthony Yorck, struck and injured while crossing track. Extra, *Jersey City. John Lindley, conductor; Robt. Lindsay, engineman.

March 13th.—E. D. Osterhoudt, brakeman, foot slipped off car step and went under wheels crushing big toe. Extra 641, Bergenfield. T. W. Hicks, conductor; P. Nolan, engineman.

March 31st.—Patrick O'Donnel, watchman, struck and killed while walking on track. Engine 342, Weehawken. George A. Coonrod, conductor; A. Alseleben, engineman.

April 3d.—Carmine Centrella, Peter Rossi, Carl Weil, Joseph Gorgondi, laborers, injured, hand car collided with rear of freight train. Extra 342, Weehawken. George A. Coonrod, conductor; A. Alseleben, engineman.

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April 5th.—Miles De Witt, switchman, struck and injured by car being backed through switch. Engine 2215, Weehawken. R. Oliver, conductor; Floyd Barker, engineman.

April 10th.—F. C. Demund, brakeman, while riding car in on siding he was thrown off and run over. Extra 663, Harrington Park. A. H. Stanton, conductor; W. Kilpatrick, engineman.

May 9th.—John L. Huthman, engine struck car which this man was unloading and skid was slewed around knocking him down between car and platform. Engine 290, Weehawken. M. Heinickel, conductor; W. Regendahl, engineman.

May 10th.—Chas. G. Gleason, struck head against pole while looking out of engine cab. *Hoboken. M. Donnelly, conductor; Chas. G. Gleason, engineman.

May 13th.—Paul Marion, section laborer, stepped off moving engine and fell breaking his leg in two places. Engine 555, Weehawken. —— ——, conductor; D. Shea, engineman.

June 11th.—George McCaffrey, attempted to board moving train and was thrown to ground and injured. Train 67, Weehawken. M. Wilson, conductor; W. Moylan, engineman.

June 22d.—Wm. H. Keaney, attempted to board moving freight train and fell under wheels. Engine 2244, Weehawken. —— ——, conductor; Peter Fox, engineman.

June 27th.—Horace S. Brott, brakeman, injured, hand caught between cars while making coupling. Engine 290, Weehawken. Joseph Colton, conductor; J. Ecklewn, engineman.

July 1st.—Abram L. Fetter, brakeman, injured, stepped in between cars to open knuckle, and his foot was caught in guard rail and run over. Engine 621, Weehawken. H. A. Ripenberg, conductor; J. Lewis, engineman.

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July 5th.—Tomasso Graniere, found lying between tracks fatally injured. Particulars unknown. Granton.

July 6th.—Ethel Wadsworth, train started while she was boarding it and she was thrown down. Engine 72, West Englewood. Geo. Mehrhof, conductor; Philip Nolan, engineman.

July 11th.—Michael Keough, brakeman, fell from train and was injured. Extra 2238, *Hoboken. J. A. Deats, conductor; P. Fox, engineman.

July 28th.—G. W. Randall, killed; Fred'k Boothroyd, injured; rear end collision. Extra 1591, Harrington Park. L. S. Henderson, conductor; W. S. Miller, engineman.

August 16th.—James Scully, coach window fell on hand. Train 3, Weehawken. G. Van Vankerberg, conductor; G. Gayman, engineman.

September 6th.—Eli Coulson, while descending side ladder of car rung broke and he fell to ground. Engine 342, Granton. Chas. J. Hickey, conductor; Chas. Willis, engineman.

September 11th.—C. Stewart, hand car run over torpedo and a piece of it struck Stewart on leg. Harrington Park.

October 8th.—John Park, struck and killed while crossing track. Extra 1608, Dumont. C. D. Seward, conductor; T. J. Hargraves, engineman.

October 9th.—Wm. Burns, brakeman, killed, supposed to have fallen from train while switching. Engine 341, Weehawken. Thos. Leddy, conductor; A. R. Dismond, engineman.

October 11th.—Geo. T. McCarthy, brakeman, injured while coupling cars. Engine 290, Weehawken. W. Geiser, conductor; I. Eckelson, engineman.

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October 13th.—James Marley, machinist, burned while removing red hot piston-rod from lathe. New Durham.

October 24th.—Mary Carroll, struck while crossing track. O. and W. train. Ridgefield Park

October 24th.—Harry Lopez, while boarding flat car he grabbed stake which broke and he fell under the wheels. Engine 1587, Weehawken. M. Kuppis, conductor; M. Murray, engineman.

November 10th.—Beatrice L. Coulson, struck and killed while crossing track. Train 42, Bogota. T. Hardenburg, conductor; M. O'Hare, engineman.

November 20th.—Edward Wood and Eli Coulson, injured, Ontario and Western train ran by signals and collided with engine 342. Engine 342, New Durham. C. Hickey, conductor; J. Reedy, engineman.

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* Accidents marked with the star (*) occurred on New Jersey Junction R. R.

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## WEST SIDE CONNECTING RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $125,400 00 |
| Bonded debt—None. | |
| Floating debt, | 283 60 |
| Cost of road and equipments, | $125,683 60 |

The road as located extends from a point on Central Railroad of New Jersey near Newark Bay Bridge to foot of St. Paul avenue, Jersey City, a distance of 7 miles, of which there has been constructed .94 of a mile.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 26th day of February, A. D. 1903.

PIERRE P. GARVEN,
*Master in Chancery of New Jersey.*

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RECEIPTS AND EXPENSES FOR 1902.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1902, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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## WHIPPANY RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Whippany River Railroad Company presents the following report for the year ending December 31st, 1902:

| | |
|---|---|
| Capital stock paid in, | $25,000 00 |
| Bonded debt, | 25,000 00 |
| Floating debt, | 23,913 62 |
| Cost of road and equipments, | $84,052 11 |

Dividends paid during the year 1902, and how paid—No dividends paid.

The road extends from Morristown to Whippany, a distance of 3.777 miles. Malapardis Branch, 1.068 miles. Extension to brick yard, 1 mile.

RECEIPTS AND EXPENSES FOR 1902.

| | |
|---|---|
| Income from passengers, | $1,417 00 |
| Income from freight, | 23,658 88 |
| Income from other sources, | 333 04 |
| Total, | 25,408 92 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | 14,898 70 |
| | 10,510 22 |

REMARKS.

The above statement shows our road to have earned $25,408.92 during year 1902.

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The expenditures for operation, maintenance and contingencies, $14,898.70, leaving a balance of $10,510.22. Of this amount the railroad paid $3,693.50 for interest on its bond and floating debt, the balance, $6,816.72, was used to reduce the floating debt, $3,413.79, and to improvement of road-bed, $3,402.93.

P. O. address of the above company—Whippany, Morris county, N. J.

State of New Jersey, Morris County, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Whippany River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1902 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this fourth day of March, A. D. 1903.

ISAAC W. CARPENTER,
*Commissioner of Deeds for State of New Jersey.*

ACCIDENTS.

None.

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